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China Mail

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No. 25,825

HONG KONG, THURSDAY, MARCH 22, 1928.

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OFF TO NANKING.

MARSHAL LI LEAVES SHANGHAI.

SIR M. LAMPSON'S VISIT.

Nanking Outrage Prompts Questions.

TROUBLE EXPECTED ALONG UPPER YANGTSE.

Marshal Li Chai-sum may have to stay a fortnight in Nanking before returning to Canton, say the latest cables to hand. The longer period is due to the possibility of Generalissimo Chiang Kai-shek being delayed at the Northern front.

Nothing of exceptional interest has occurred during Marshal Li's visit. Sir Miles Lampson called on him and it is also learned that Sir Miles will not go to Nanking unless a settlement is arrived at over last year's Nanking incident.

Trouble is portended along the Upper Yangtze, in Szechuan province. In the Hunan-Hupeh area, however, there still remain chances of rapprochement between the local Nationalist Generals and Nanking.

NATIONALIST DIFFERENCES.

According to overnight cables, Marshal Li Chai-sum, General Chen Min-chu (who accompanied him from Canton), General Li Tsung-jen (his colleague) and General Ho Ying-chin (the senior general in Chiang Kai-shek's party) left Shanghai on a special train yesterday for Nanking.

It is understood, the message continues, that Generalissimo Chiang Kai-shek will wait for Marshal Li's arrival, before he goes North to Hsuehchowfu (the base of operations) either on Thursday (to-day) or Friday. Owing to the urgency of matters at the front, Marshal Li and General Chen Min-chu may have to wait for Chiang Kai-shek's return to Nanking.

Not To Visit Hankow? Marshal Li is unlikely to visit Hankow but General Chen Min-chu may go there.

Chiang Kai-shek is quoted as having expressed a desire for reconciliation between Marshal Li and his former subordinates, the Ironsides. The suggestion is that the Ironsides be placed under

journey to Nanking—"Kung Shueung Yat Po."

Statement in Commons. London, Yesterday. In the House of Commons at question time, Sir Austen Chamberlain said he was unable to say at present whether the discussions in Shanghai between Sir Miles Lampson and the Nationalist Foreign Minister (General Hwang Fu) over the Nanking incident of last year would result in a settlement.—Reuter.

(Note: Britain, the United States of America, Japan, France and Italy are prepared to reduce the demands presented to the Nanking Nationalist Government in 1927 in consequence of the Nanking anti-foreign outrages. It is felt that the situation has changed. The change in view is the result of conferences at Canton between Sir Miles Lampson (the British Minister) and Marshal Li Chai-sum (chairman of the Canton Government) and Sir Miles's conversation with General Hwang Fu (the Nationalist Foreign Minister) at Shanghai. There are no indications of the exact nature of these discussions but it is understood that Britain is keeping the Powers concerned fully informed of the progress of the discussions. Conversations with the Nationalist authorities are also proceeding through the British Consul-General at Nanking.)

Calls on Marshal Li. Shanghai, Yesterday. Sir Miles Lampson, accompanied by Mr. Quo Tai-chi (Nationalist Commissioner for Foreign Affairs at Shanghai), called on Marshal Li Chai-sum during the latter's stay at this city—"Kung Shueung Yat Po."

TO AVOID BREACH.

Hunan-Hupeh Nationalists And Nanking.

Changsha, Yesterday. A conference between the Nationalist leaders here was held recently with, it is believed, the object of avoiding an open breach between these local leaders on the one hand, and the Nationalist central government of Nanking on the other hand.—British Naval Wireless.

[Note: Changsha is on the Siang River, a tributary of the Yangtze. It is the capital of Hunan province. Units of General Pei Chung-hsi (a colleague of Marshal Li Chai-sum of Canton) and General Cheng Chien are in control here. It was reported some days ago that another colleague of Marshal Li Chai-sum, General Li Tsung-jen had been striving for an understanding between the Nationalists in Hunan-Hupeh and the Nationalist Government at Nanking.]

The Peacemaker. Shanghai, Yesterday. It is believed that Generalissimo Chiang Kai-shek considers General Li Tsung-jen to be on good terms with General Pei Chung-hsi and General Cheng Chien and that he is the most appropriate man for effecting rapprochement between Hunan-Hupeh and Nanking. Accordingly, Chiang Kai-shek may appoint General Li Tsung-jen to be Chief Director of Operations of the 4th Group Army—"Kung Shueung Yat Po."

SIR MILES LAMPSON.

Not To Visit Nanking Until Terms Fixed.

Shanghai, Yesterday. The British Minister, Sir Miles Lampson, remains in Shanghai. It is understood that he will not go to Nanking, the Nationalist capital, until the basis of settlement of the Nanking incident in 1927 is arrived at, after which he will decide on the steps to be taken.

A BIG NAVY.

America To Spend Total Of \$359,000,000.

NAVAL AVIATION.

New Dirigibles, Aeroplanes, Cruisers And Submarines.

Washington, Yesterday. Proposing the largest naval expenditure since the Washington conference, the annual Navy Department supply Bill has been reported to the House by the Appropriations Committee. A total of \$359,000,000 represents an increase of \$20,000,000 over current funds, chiefly owing to the increasing cost of naval aviation and the fact that all the eight 10,000-ton cruisers authorised for 1924 will be under construction simultaneously.

The Committee anticipates an immediate upward trend in naval cost.

The Bill allots \$2,000,000 to start the construction of two new dirigibles, each 782 feet long and 132 feet deep, with a maximum speed of 75 knots, to carry a crew of 61. The total cost will be \$8,000,000.

New Cruisers. \$30,000,000 is allotted to heavier-than-air aviation, which is an increase of \$11,000,000 plus a contract of authorisation for \$10,000,000. This is to provide for the delivery of 271 new planes in 1928 and 1929.

\$48,000,000, an increase of \$13,000,000, is allotted to complete eight cruisers and two "V" type submarines by 1930.

The Marine Corps allotment has been increased by \$1,000,000 in connection with the despatch of 7,000 Marines to China and Nicaragua and \$6,000,000 is provided to complete the modernisation of the battleships "Nevada" and "Oklahoma"—Reuter's American Service.

MOUNTAIN TRAGEDY.

CLIMBERS FALL THROUGH THE SNOW.

THIRTEEN MISSING.

Salzburg, Yesterday. Seventeen Viennese tourists broke through a snow cornice which they were climbing and were buried in the snow. Four were rescued but 13 are missing. A storm is impeding their rescue.—Reuter.

U. S. SUPERVISION.

PRESIDENT DIAZ SIGNS DECREE.

Managua, Yesterday. President Diaz has signed the decree establishing American supervision in the national elections of



President Diaz

Nicaragua.—Reuter's American Service.

London, March 21.—The House of Lords read for the first time the Straits Settlement and Johore Territorial Waters (Agreements) Bill introduced by Lord Lovat. The introduction was purely formal and no explanation of the bill was available.

AMERICA'S IDEAS.

Plea For Multilateral Pact.

TO RENOUNCE WAR.

Unable To Support Drastic Proposals For Complete Disarmament.

Geneva, Yesterday. Referring to Mr. Kellogg's proposal to outlaw war, Mr. Hugh Gibson emphasised "it is precisely on grounds of sincerity, consistency and logic that my Government supports the idea of a multilateral pact renouncing war as an instrument of national policy and simultaneously finds itself unable to support drastic proposals for complete disarmament which we do not believe are calculated to achieve their avowed purpose."



Mr. Kellogg

"My Government," he continued, "believes in the one prominent supports the idea of a multilateral pact renouncing war as an instrument of national policy and simultaneously finds itself unable to support drastic proposals for complete disarmament which we do not believe are calculated to achieve their avowed purpose."

EX-PREMIER KILLED.

Shot In Tientsin City.

Tientsin, To-day. An armed party entered the house of Chang Shou-tseng in the Chinese City yesterday evening and shot him dead. They did not molest the others in the household but fled. There were no arrests up to late last night.

Chang Shou-tseng is an ex-Premier. His daughter married a son of Gen. Feng Yu-shiang.—Reuter.

His Career. The former premier, whose name is also spelt Chang Shou-tseng was born in 1870, a native of Chihli province. He is a graduate of Tokyo Military College and was one of the "Three Heroes of North China" who declared sympathy with the Revolution and compelled the Manchus to promulgate a constitution of nineteen articles. After serving in various capacities under the Republic and once as a military inspector general, his appointment as Premier was ratified by Parliament in January, 1923. He has lived in retirement since fleeing to Tientsin in Sept. 1923, when President T'iao T'ien-hong was forced out by President T'ao K'ui who was supported by Wu Pei-fu.

ject and disbelieves in the other. We believe the idea behind the proposal of a pact renouncing war can be made effective as an articulate expression of an almost universal will to peace. We believe that such an expression would be more effective at present than any scheme, however drastic.



Mr. Frank L. Kellogg, U.S.A. Foreign Secretary.

French Reply to U.S.A. Paris, Yesterday. It is understood in semi-official circles that M. Briand is preparing a reply to Mr. Kellogg's last note in regard to outlawing war. The reply is conciliatory and favours the American suggestion that constitutes a step towards a multilateral agreement and requests that the agreement be open to signature by all the nations and not limited to the six great Powers mentioned by Mr. Kellogg.

It refers to the necessity of providing penalties in the event of the signatories failing to keep to the agreement. Reuter.

NOTHING DOING.

Soviet Peace Plan Not Accepted.

GENEVA OPINIONS.

Lord Cushendun's Speech The Finest In League Assembly.

Geneva, Yesterday. It is generally thought that Lord Cushendun has knocked the bottom out of the Soviet plan.

Mr. Rutten (Netherlands) agreed with most of Lord Cushendun's points, pointing out that complete disarmament would expose the nations to brigandage, adventurers and revolution.

Messrs. Hennings (Sweden) and Hugh Gibson (United States) rejected the Russian scheme, the latter urging the committee to continue its present work.

M. Jacques Myns (Belgium) said the Soviet proposals resembled a hideous rather than an olive branch, and the scheme was inspired by hatred of civilisation; but a careful study of it might reveal some retainable points.

M. Moroff (Bulgaria) said it was impossible to apply the Soviet scheme at present. Mr. Markovitch (Yugo-Slavia) regretted that not a single element in the Russian scheme was likely to advance the problem of disarmament.

M. Politis (Greece) said the scheme was incompatible with the Covenant and suggested an adjournment of the matter till the next session. He hoped for a continuance of Soviet co-operation and the eventual entry of the Soviet into the League.

Lord Cushendun's Geneva speech is hailed as the greatest delivered in the League, the "New York Times" opining that Lord Cushendun did a good half-hour's work in "uncovering Soviet insincerity and hypocrisy and exposing a glaring attempt to seek under the guise of peace a fresh course for its most deadly international plotting and destruction."—Reuter's American Service.

"Great Skill."

In the House of Commons Sir Austen Chamberlain was asked whether the British delegation on the Disarmament Commission at Geneva had received any instructions regarding the Soviet proposals for general disarmament. The Foreign Secretary replied that the British delegate had been instructed to co-operate with his colleagues in securing the fullest examination of the Soviet proposals. The House would notice from reports in the Press that he had carried out his instructions with great skill and judgment.—British Wireless Service.

FOR LINDY.

CONGRESSIONAL MEDAL OF HONOUR.

Washington, Yesterday. The blue ribbon Congressional Medal of Honour, the rarest Ameri-



Col. Lindbergh.

can tribute to courage and initiative, was placed around the shoulders of Lindbergh by President Coolidge who most heartily congratulated the airman on achieving the greatest personal triumph ever gained by an American citizen. The ceremony was witnessed by the highest public officials at Washington.—Reuter.

ROPE COMPANY.

An Encouraging Year Reported.

OVERDRAFT REDUCED.

Better Prospects For Property Revenue.

Encouraging results, in spite of the difficulties of the past year, were reported at the annual meeting this morning of the Hong Kong Rope Manufacturing Co., Ltd., over which Mr. R. G. Shewan presided.

The Company, it was reported, had been enabled to complete payment of the new buildings at Ma-tau-kok and to reduce the overdraft with the Bank from \$573,788.89 to \$443,070.02 for which land alone, without plant or buildings, was more than ample security.

Prospects in regard to house property had also improved, it was reported, although actual returns were comparatively low.

Supporting the Chairman at the meeting were Sir Elly Kadoorie and Messrs. Allan Cameron and H. P. White (members of the Consulting Committee), Mr. J. Coulthart (Secretary) and the following shareholders: Allan Keith, I. W. Shewan, W. Gardner, J. Toppin, A. H. M. da Silva, M. A. Figueiredo, M. Fernandez, J. F. Wright (Jnr.), H. Dryer and F. J. Tavares.

The Chairman's Speech.

The Chairman addressed the meeting as follows: The balance at credit of working account for the past year is \$96,453.95 against \$63,616.25 for the previous year, which, in view of the continued depression in business generally, is encouraging.

As regards house property I am glad to say the prospects have improved and I may say that practically all our houses are let, but tenants come and go and there must always be one or two flats awaiting a tenant even at the best times. Our income for the year from rents is \$79,980.84 against \$43,428.26 in 1926, but this includes the rent of the Factory at Ma-tau-kok to the military authorities, the lease for which expires next month. Our House property still leaves a poor return and we can only look for better returns as the demand for houses increases with the prosperity of the Colony. When this long looked for demand materialises we shall be in a good position to take advantage of it, either with the land we have on this side, in one of the most congested districts, or with our new property at Ma-tau-kok.

As regards accounts you will see that in spite of dull times, not only have we completed payment of the new buildings at Ma-tau-kok amounting to \$75,412.24 but we have managed to reduce our overdraft with the Bank from \$573,788.89 to \$443,070.02 and of course for that our land alone without plant or buildings is more than ample security. Land stands in our books at a very conservative figure but plant and buildings do not improve with time and should therefore be well depreciated. We therefore, recommend that these items should be written down as stated in the accounts, when they will stand at what we consider really safe figures. For this purpose we have made use of reserves which are not reserves in the strict sense of the word as the money represented has been sunk in the Company's business and cannot be utilised for the proverbial rainy day, in fact it takes the place of extra capital. In this regard we trust the allocations we have made of these reserves will meet with your approval.

Another Call on Shares?

I will not attempt to prophesy what the future may bring forth but I may say that we have commenced the present year with better prospects and in a sounder position than we have been for some years past. We have ample assets for a much larger overdraft than the present one but interest makes a big hole in our profits and therefore, in order to improve our financial position we have decided no longer to delay collecting the call of \$5.00 per share due on Jan. 15 next.

Our present Articles of Association, although not very old, are not quite equal to present-day requirements, and we propose preparing new Articles providing a Board of Directors in place of a Consulting Committee and these will be laid before you in due time.—(Continued on page 6.)

A SHANGHAI NURSE.

Deceived By Shipping Man.

OLD BAILEY TRIAL.

Five Years For Mercantile Marine Quartermaster.

London, Yesterday. John Digby Palmer, 32, a quartermaster in the mercantile marine who posed as a Naval commander and deceived a Shanghai nurse named Hilda Robson last summer, was sentenced at the Old Bailey to five years' penal servitude. He collapsed in the dock.

Evidence revealed that he was married in 1920 and had two children. He obtained £300 from Miss Robson.

The latter gave evidence to the effect that she was unable to return to Shanghai owing to the scandal.

Palmer said he was bitterly ashamed and added that Miss Robson was one of the best women he ever met.—Reuter.

A SHANGHAI LADY.

LOSES MONEY AND JEWELS IN NICE HOTEL.

Nice, Yesterday. Hotel thefts continue. In the latest case thieves entered several rooms, including that of Mrs. Lillian Grayrigg, from Shanghai, who lost jewellery and money to the value of Frs. 37,000.—Reuter.

BORODIN—AGAIN.

SAID TO BE RETURNING TO CHINA.

CANTON OR HANKOW?

Persistent rumours are current at the moment that Borodin is on his way back to China. In the absence of confirmation, reports to this effect have not been published. One of the rumours reaching official sources was that Borodin,



Borodin, said to be coming either to Canton or Hankow as a German subject.

having disguised his nationality, was making for Canton, where he was high adviser to the Nationalist Government before removing to Hankow.

At Hankow he also wielded much power until pressure was exerted on him and he made a long trek through Honan and Shensi into Mongolia, thence into Siberia and back to Russia.

Several stories were published at the time of how he travelled with a motor caravan and how he was received by the "Christian General" Feng Yu-shiang.

Claims To Be Traveller.

Now comes a cable from Shanghai to the "Kung Shueung Yat Po," as follows:—

A Hankow cable states that it is learned from foreign sources that Borodin has changed his name and made himself out to be a German subject. Declaring himself to be a traveller, he has obtained a passport from a certain German Consulate. Soon he is expected to arrive in Hankow by way of the Peking-Hankow Railway, with the object of directing action.

"Arrival by way of the Peking-Hankow Railway" seems to indicate that Borodin, if it is true that he is returning to China, is coming back on the route along which he left, i.e., "overland" from the North, through Mongolia and the centre of North China.

Phone C. 22 FOR CLASSIFIED ADVERTISING

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.

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TO LET.—1st May, 1928, Happy Valley, 3-roomed European Flat. Gas stove, geyser, electric light and flush fitted. Incoming tenant can take furniture cheap. Apply Box No. 539, c/o "China Mail."

APARTMENT TO LET.

SAVARIN HOUSE, 15 Hankow Road, next Star Theatre, Kowloon. Large Airy Room, well furnished, enclosed verandah, private bath, modern sanitation, excellent cuisine. Moderate Terms. Phone K.1429.

POSITION WANTED.

POSITION WANTED.—Young Japanese boy (aged 21) desires position as general house boy in English or American family. Wages no objection. Honda, c/o Mrs. Seto, 14, Queen's Rd. C.

WANTED.

WANTED TO RENT small unfurnished flat or two or three rooms. Preferably in Central. Must be in Hong Kong. Apply Box No. 536, c/o "China Mail."

FOR SALE.

FOR SALE.—Large Matched at Ting Kau (about 10 miles on Castle Peak road) Rebuilt October, 1927, furniture and crockery. Apply Box No. 538, c/o "China Mail."

FOR SALE.—One 35 h.p. twin cylinder Gas Engine, with gas producer, complete. One 25 k.w. three wire 400/230 V. D.C. generator, with switchboard complete. One 19 h.p. Gas engine, with gas producer, complete. One 10 k.w. 220 V. D.C. generator, with switchboard complete. For further particulars, address: Stout Memorial Hospital, Wuchow, Kwangsi, South China.

FOR SALE.—One brass "Hung Ming" part of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 34, Wyndham St., Telephone Central 22.

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London, in healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Model Higher Certificate).

Having Returned from Japan

MRS. INAGUCHI

MASSEUSE

HAS RESUMED PRACTICE
AT 6 ASHLEY ROAD,
KOWLOON.
Telephone K. 754.

A REAL BARGAIN.

THE OLD ORIGINAL CHEFOO STAMPS

UNUSED GENUINE SPECIMENS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519
c/o "China Mail"

NOTICES.

IN THE MATTER OF THE COMPANIES ORDINANCES, 1911
AND
IN THE MATTER OF THE ORIENTAL NAVIGATION CO., LTD.
(IN LIQUIDATION.)

Notice of First & Final Dividend To Creditors.

NOTICE IS HEREBY GIVEN that a First & Final Dividend of \$0.935 per centum has been declared in this matter, and that the same may be received at my office, on MONDAY, the Twenty-sixth day of March, 1928, or on any subsequent day between the hours of 10 a.m. and Noon.

J. HENNESSEY, SETH, F.S.A.A.
Liquidator,
c/o Percy Smith, Seth & Fleming,
6, Des Voeux Road, Central.
Hong Kong, 21st March, 1928.

NOTICE.

I HAVE from This Day established myself as a Share & General Broker with offices situated at No. 11, Queen's Road Central, 2nd floor.

G. A. HARRIMAN,
Member, Hong Kong
Sharebrokers'
Association.

13th March, 1928.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions—

THE Undersigned have received instructions from Mr. S. de Ossa to sell by Public Auction

ON
FRIDAY, the 23rd March, 1928,
commencing at 2.30 p.m.,
at his residence, No. 12, Chatham Road, Kowloon.

A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

Comprising:—
Teak and Upholstered Couch
and Armchairs, Teak Bedsteads,
Camphorwood Wardrobe, Inlaid
Table, Chest of Drawers and
Chairs, Ice Chest, Curtains, Pictures,
Lacquer Folding Screen,
Crystal Table Sets, Cutlery,
Crockery, Ornaments, Enamel Bath,
Geyser, etc., etc.

A Valuable Collection of Curios
and Several Very Fine
Tientsin Carpets

Also
A Very Fine Blackwood Dining
Room Suite.

Comprising:—
Extensive Dining Table, Dining
Chairs, Sideboard and Dinner
Wagon

And
A Large Assortment of
Blackwood Furniture.

On View from Thursday, the
22nd March, 1928.

Catalogues will be issued.
Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

Hong Kong, 20th March, 1928.

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

NOTICES.

HONG KONG LAWN TENNIS ASSOCIATION.

THE ANNUAL MEETING will be held at the H.K.C.C. Pavilion on MONDAY, 26th MARCH, at 6 p.m.

Clubs intending to participate in the League are requested to send representatives to this meeting. Hong Kong, 22nd March, 1928.

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, P. & O. Building, on MONDAY, the 2nd of April, 1928, at 11 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th of March to 2nd of April, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.
Hong Kong, March 21, 1928.

THE HONG KONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTY-NINTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on MONDAY, the 26th March, 1928, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1927.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th March, 1928, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers.
The Hong Kong Fire Insurance Co., Ltd.
Hong Kong, 5th March, 1928.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hong Kong Hotel, Hong Kong, on WEDNESDAY, the 28th March, 1928 at 11.30 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1927.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, the 22nd day of March, to THURSDAY, the 29th day of March, 1928, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers.
Hong Kong, 16th March, 1928.

THE BANK OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY ANNUAL GENERAL MEETING of Shareholders of the Company will be held at the Head Office, No. 6, Des Voeux Road, Central, Hong Kong, on WEDNESDAY, the 4th April, 1928, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th March, 1928, to the 4th April, 1928 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,
LOOK POONG-SHAN, Chief Manager.
Hong Kong, 19th March, 1928.

TELEPHONE SERVICE BETWEEN HONG KONG AND KOWLOON.

FROM 17th March, 1928, until further notice, telephone service between HONG KONG and KOWLOON will be restricted owing to harbour dredging operations necessitating the removal of our submarine cables and resulting in a reduction in the number of junctions available to carry the Telephone Traffic between the above mentioned places.

A full service will be restored immediately dredging operations cease.

J. P. SHERRY, Manager.
Hong Kong Telephone Co., Ltd.
Hong Kong, 17th March, 1928.

NOTICES.

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

THE EIGHTH ANNUAL DINNER of the Association will take place on SATURDAY, the 14th April, 1928, at 8.00 p.m. in the Hall of Queen's College.

Members desiring to attend and to invite guests are requested to communicate with the Hon. Treasurer, Chow Ping-un, Esq., c/o Assurance Franco-Asiatique.

By Order of the General Committee,
C. G. ANDERSON, Hon. Secretary.
Hong Kong, 21st March, 1928.

PUBLIC WORKS DEPARTMENT.

NO. S. 64.—IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "Tender for permission to obtain clay from a parcel of Crown Land at CHA KWO LING, S.D. III, N.T." will be received at the Colonial Secretary's Office until Noon of TUESDAY, the 27th day of March, 1928, for the occupation for a period of one year from the date of notification of acceptance of tender of the piece or parcel of ground, containing about one acre, shown coloured red on plan signed by the Director of Public Works and dated 9th March, 1928, but subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that the Tenderer has deposited in the Colonial Treasury a sum of \$50 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the Tenderer refuses to carry out his tender and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

HAROLD T. CREASY, Director of Public Works.
5th March, 1928.

HEALTH IS WEALTH.

Does Money Make You Happy?

Sometimes, but never unless you have good health and enjoy it. If you have poor health and lost faith in Medicine and other means, investigate and learn the truth of how the Poo On Herbs cured people. No drugs—No knife.

POO ON HERBS CO.,
66, Queen's Road C., 1st floor.

STAR

Special Comedy Season

WILBUR PLAYERS

Starting
TUES., APRIL 3RD.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Beatty, Police, from Shanghai.
Lehngseng, from Amoy.
Kokichi Inomate, c/o Okura, Praya East, from Pechihui.
Mrs. K. P. Chen, Kowloon Hotel, from Shanghai.
Hoobinkus, from Amoy.
Songul, from Hankow.
Wardley, from Shanghai.
E. V. JESSEN, Superintendent.
Hong Kong, 15th March, 1928.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following Unclaimed Telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—
Hinton, from Worthing.
Horsbital, from Trujillo.
Sergt. Selmes Queens, from Margate.
E. A. LEGGATT, Superintendent.
Hong Kong, 8th March, 1928.

INIGO JONES.

LONDON BUILDINGS BY GREAT ARCHITECT.

FIRST TOWN PLANNER.

If the demolition now threatened of the Tavistock Hotel, in Covent Garden, is carried out, London is likely to lose before long the last relic of the famous Piazza. True, the covered way is used to day by few except those whose interests in the bustling trade of the vegetable market are greater than is their concern for architecture. You must walk warily, lest collision with a porter bearing a stepple of half-a-dozen baskets of fruit piled upon his head should threaten dire consequences. In this headless company it is difficult to realise that Covent Garden was built as the most fashionable quarter of the town.

Names of the neighbouring Charles-street and Henrietta-street should bring the reminder. King Charles I. had his load of troubles still ahead of him, and Henrietta Maria, his Queen, was not yet the persona ingrata with the Londoners that she afterwards became, when Inigo Jones set to work. Already the westward trek of the world of fashion had begun. It had reached Lincoln's Inn-fields and the Savoy when the Earl of Bedford, in 1631, commissioned Inigo Jones to lay out the ground at the back of his great house in the Strand in the form of a Piazza encompassing three sides of a square. The fourth side should bear, centrally placed, the Church of St. Paul, Covent Garden, to be erected in brick and stone.

Banqueting Hall.
Fire destroyed the great architect's original church. It was rebuilt by Thomas Hardwick in 1796, according to the original design, and, with some alteration, that later fabric stands. None other than Inigo Jones could have fashioned the boldly-projecting colonnade, with its remarkably bold cornice. Of the Piazza itself, only the single garment survives. It was spacious, and nobly planned. Lely and Kneller, painters of fame, lived above the arches and tall pillars. Noblemen occupying houses all around made Covent Garden the chosen home of aristocracy. We build today covered arcades in the West-end, but they do not replace the covered ways of Regent-street and Covent Garden as our ancestors knew them.

Inigo Jones was fated as an architect to be represented largely by fragments. The Civil War Puritans did not love this Royalist, who devised masques and stage interludes as well as buildings. They fined him £545 as a mark of severe displeasure. But for the nation's turmoil, London might have possessed to-day a great and complete Palace of Whitehall. Inigo Jones has long had the credit of having planned it, but now we know that the conception was that of his pupil and assistant, John Webb. Odd that King Charles I., when virtually a prisoner at Hampton Court and in the Isle of Wight, had such little prevision that at that desperate stage in his misfortunes he should have given commands for designs for a new great Royal Palace to be prepared.

The Banqueting Hall, which Inigo Jones built to replace an earlier one destroyed by fire, and Webb would have incorporated, alone stands upon the wide street we know as Whitehall, housing the treasures of the United Services Institution. If only a fragment, this building is a noble one. It is, perhaps, the most perfect piece of classic architecture that we possess. The lasting association of the Banqueting Hall, designed for festivities, is that King Charles stepped out of its window upon the scaffold.

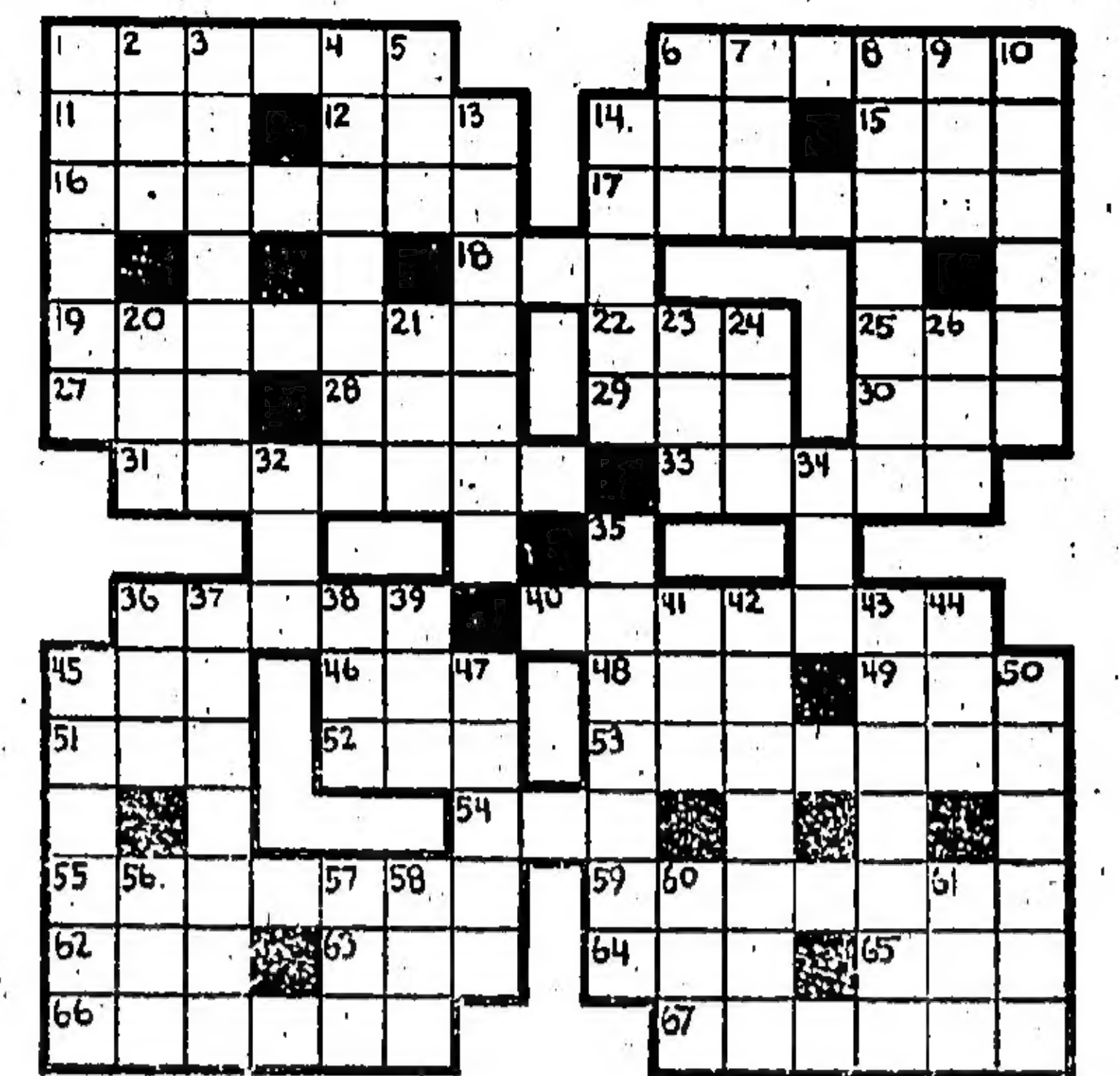
Lincoln's Inn Fields.

For Lincoln's Inn Fields Inigo Jones had an original idea. He devised a series of dwelling houses that should encompass the central garden upon a uniform plan, each structure playing its part in the composite whole. In short, he was the first town-planner. Only the west side was carried out, and the Kingsway improvement and re-erected of his work; but Lindsey House remains. It was built for Robert Bertie, Earl of Lindsey, about 1640. Most people are familiar with this delightful mansion, with its facade of stone and the tall pilasters of rubbed brick bearing caps that rise at the pavements' edge. Marlborough House Chapel, with much probability, is by the great architect.

In the Embankment Gardens, by Charing-cross, is another example by Inigo Jones, of unique charm—the little water-gate that he built for York House when it became the town residence of Buckingham, the favourite. The Duke's barge drew up here, and the stone gate, partly sunk in the soil, is a re-

DAILY CROSS-WORD PUZZLE.

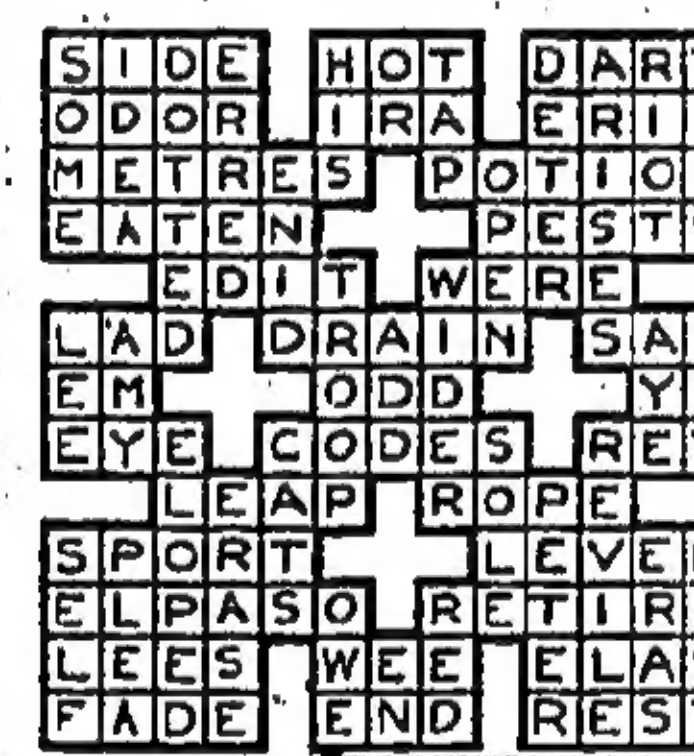
(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HORIZONTAL 1-A salad plant (pl.) 6-A vessel with a handle and a narrow mouth for liquors 11-Yonder 12-A Japanese statesman 14-A southern constellation 15-Trouble 16-The stuff of which a thing is composed (pl.) 17-In heraldry what is a marlin or swallow? 18-Also 19-An enclosed space containing air for vital uses 22-Knot 25-Prefix. From 27-The tail of an animal 28-Born (French) 29-To blind 30-Ivory. Not 31-The chief goddess of Babylon (poss. case) 33-What is nice perception of artistic excellence? 35-A favorite Mexican dish 40-Heart-shaped 43-Barrier 44-Name (French) 48-King (French) | HORIZONTAL (Cont.) 49-Hall (Latin) 51-Queer or strange (Colloq. Eng.) 52-A Greek letter 53-Who was the Greek goddess of agriculture? 54-Prefix. Three 55-A town in Oklahoma 59-Combining form 60-Combining form 62-A diminutive suffix 63-The purpose in view 64-No (Scott.) 65-Irregular (abbr.) 66-One of the sea-nymphs 67-Vestiges VERTICAL 1-One of a pair of plate-like metallic musical instruments 2-A flat-bladed implement for tilling 3-What great star is in the constellation Scorpion? 4-Serving to dilute (abbr.) 5-Female Saint (abbr.) 6-An Italian monk 7-A household god (Etruscan) 8-Chivalrous 9-A poem 10-A mental apprehension 13-Grooms | VERTICAL (Cont.) 14-Without life or animation 20-A number (Roman) 21-A pasture 23-A river island 24-A climbing herb of the bean family 25-Author of the poem "Annabel Lee" 32-Personal pronoun 34-Small (Scott.) 35-What famous knot, tied by the king of Phrygia, was out by Alexander the Great? 36-The Greek letter T 37-An instrument for measuring strength of electric current in amperes 38-One (Prov. Eng.) 39-A nephew of Abraham 41-Fish eggs 42-A verse of two feet 43-Pertaining to a Turk or Cosack 44-Evening (post.) 45-A northern constellation 47-Married 48-Mistake 56-A diminutive suffix 57-A Portuguese coin 58-Postal name of India 60-Rodent 61-Anger |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



mind of how broad was the expanse of the Thames' waters before the channel was confined. The structure is quite simple, with short pillars and rusticated stones, beautifully proportioned, and satisfying to the eye in every respect.

Inigo Jones survived his unhappy patron, Charles I., only three years. He was buried in the City church of St. Benet, Paul's Wharf, which was destroyed in the Great Fire. What he might have done had he enjoyed the opportunities that fell to Sir Christopher Wren is perhaps best seen from his buildings in the country. London unfortunately has hardly any structure that reveals him complete and alone. He built the Queen's House at Greenwich Hospital, but that vast fabric is almost wholly associated with Wren, who made the larger part. Lincoln's Inn Chapel, by Inigo Jones—his one essay in the Gothic style—has been altered in its proportions by additions of last century, and much of its original character is lost. A fragment of Ashburnham House is his, now incorporated in Westminster School, where the master's hand is to be traced in the staircase and other parts. His Barber-Surgeon's Hall in the City no longer stands, but the existing Court Room is attributed to him. Fity that one of the greatest masters of English architecture should be represented in London only by so many fragments.—"Daily Telegraph."

It is announced that the sismographic station at Scoresby Lund, on the East Coast of Greenland, has now entered into operation, and, at the same time, direct radio connection has been established with Godhavn, on the west coast.

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From Hong Kong.M.V. "ROMOLO" Sails on/or about 3rd Apr.
S.S. "VENEZIA" Sails on/or about 1st May.
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KOREA MARU Tuesday, 17th April.
*Calls Keelung.
LONDON via Singapore, Suez, Marseilles & Ports.
KASHIMA MARU Saturday, 24th March.
HAKONE MARU Saturday, 7th April.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 25th April.
HOMBAI via Singapore, Penang & Colombo.
GENOA MARU Wednesday, 28th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
BOKUYO MARU Thursday, 10th April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU Tuesday, 10th April.
NEW YORK and BOSTON via PANAMA.
MAYEBASHI MARU Tuesday, 27th March.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
FLIMA MARU Saturday, 14th April.
CALCUTTA via SINGAPORE, PENANG & RANGOON.
TAKITA MARU Friday, 30th March.
*SASAKI LINE & YOKOHAMA.
MISHIMA MARU Friday, 20th April.
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SHIPPING

SECTION.

LOCAL PIRACY.

FISHING JUNK HELD
UP.

NEAR PUTOI ISLAND.

The police received a report yesterday of a piracy in local waters.

According to the master of fishing junk No. 839-A, his junk and two others were returning from the fishing grounds at dusk, when off Putoi Island, near Stanley, his craft was approached by a strange junk which came from the opposite direction.

It cut across the bows of the fishing boat and opened fire on her, forcing her to heave to. Then the pirate junk lowered a boat containing nine men who rowed to the fishing junk.

In the meantime the other two fishing junks which formed part of the convey immediately hurried off, leaving the captured craft to its doom.

The pirates boarded the fishing junk, and after terrorising the crew, searched the boat and stole clothing, fishing gear and fish worth \$210.

WARSHIPS IN PORT.

North Wall, Cornflower, Magnolia and Sirdar; East Wall, Moth, Gannet, Seamew and L27; North Arm, Iroquois and Belgol; West Marazion; Buoy 4, Foxglove; Buoy Dock, Serapis, Petersfield and Wall Dock, Somme and Bruce; In 5, Cumberland; Buoy 6, Hermes; Buoy 7, Titania and Subs.; Buoy 8, Ambrose and Subs.; Buoy 18, Ruthenia; Buoy 20, Thracian; Buoy 23, Sterling; Kowloon Anchorage, Franco; Foreign Men-of-war, U.S.S. Sacramento and Portuguese, Patria and Pero de Alenquer.

QUARTERMASTER PASSES AWAY.

The Master of the s.s. "New Matilde" in a report to the Harbour Master on arrival to the Colony this morning, states that the vessel's quartermaster, Leon Chun died on the 15 inst. of tuberculous pneumonia, at Hongkong.

CHRONIC MALARIA.

A Chinese male passenger succumbed to chronic malaria on the 19 inst., states the Master of the s.s. "Seistwo" to the Harbour Master in a report, on arrival to the Colony this morning.

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LOCAL SHIPPING.

TO-DAY'S REPORT AND
DEPARTURES.

THIS MORNING'S RETURN.

The arrival of vessels as recorded at the Harbour Office, in the time under review, ending at 9 a.m. this morning include a list of 23 vessels, of which the British figure very prominently with 17 arrivals.

The cargo imported to this Colony, by the above vessels, totals 18,616 tons, to which the British contributed 121,369 tons. All the cargo imported is general merchandise, with the exception of 2,509 tons coal.

Cargo being shipped through Hong Kong for ports beyond, amounts to a total of 20,562 tons, 19,850 tons are being carried by British vessels. Only 9 of the 17 British vessels are shipping the cargo, while 5 other nationalities are shipping no goods at all.

With regard to the above figures, the best return shown by one vessel for cargo imported to Hong Kong, was given by the s.s. "Hinsang" from Sandakan—Messrs. J. M. & Co.—3,928 tons general cargo.

The highest figures obtained for cargo being shipped through for ports beyond, was registered by 3 British vessels, with 5,625 tons, 4,943 tons, and 5,152 tons respectively.

Passengers arrived in the Colony yesterday, in the time under review, totals 2,387 persons, which include 2,284 Asiatic deck, 71 Asiatic cabin, 32 European cabin.

Departures.

For Shanghai:—Telesias; City of Dunkirk, Glangary; Hupen.

For Swatow:—Yuan Lee, Van Heutz.

For Singapore:—Indus Maru, Talma.

For Manila:—Malayan Prince; Tango Maru.

For Canton:—Sunning, Hopsang.

For Amoy:—Seang Bee, Santha.

For Macao:—Shui Hing, Poo Tye.

For K. C. Wan:—Tai Poo Sek, Hanol.

For Whampoa:—Gran.

For Chin Wang tao:—Sanyo Maru.

For Bangkok:—Halldor.

For Muntok:—Tjisaraos.

For Keelung:—Unien Maru.

Clearances.

For Swatow:—Ichang, Dell Maru.

For Haihow:—Limchow.

Shipping Abstract.

| Arrivals | Departures | Port |
|------------|------------|------|
| British | 17 | 10 |
| Norwegian | 2 | 2 |
| German | 0 | 0 |
| French | 1 | 2 |
| Portuguese | 0 | 0 |
| Japanese | 1 | 4 |
| Chinese | 3 | 3 |
| Dutch | 0 | 2 |
| | 24 | 23 |

H.K. SHIPBUILDING.

MESSRS. BAILEY'S DOUBLE
LAUNCHING.

FOR SOCONY & BANGKOK.

Two new vessels were launched by Messrs. W. S. Bailey & Co., Ltd. from their yard at Kowloon on Tuesday evening, the second taking the water an hour after the first.

THE "UTAH."

Steel Bulk Oil Lighter For
Socony.

The first was the steel bulk oil lighter "Utah," built to order of the Standard Oil Co. of New York, the vessel sliding perfectly down the ways to the usual fuselage of cracker for "good joos".

The "Utah" is 88 ft. 6 ins. in length by 18 ft. moulded breadth, giving a dead weight capacity of 80 tons.

The oil is carried in four compartments controlled by a suitable pump and pipe arrangement for the filling and emptying of the tanks and for the ready transfer of oil one tank to the other.

A steel deckhouse forward accommodates four men. The steering gear and engine telegraph are fitted above, the crew being housed in a steel house aft.

The "Utah" is fitted with a "Benz" three cylinder Diesel motor of 105 brake horse-power for a speed of 7½ knots. Storage tanks of 8½ tons capacity are fitted in the engine room.

Construction of the vessel has been supervised by the owners' engineer, Mr. Volkoff.

"CHIRM CHOM PHOL"

Steel Tug-Boat For Bangkok
Owners.

The second vessel was the steel tug-boat "Chirm Chom Phol" for Bangkok owners and this launch was equally successful.

The "Chirm Chom Phol" is 85 ft. in length by 18 ft. breadth moulded, designed for a speed of 9 knots and built under Lloyd's special survey for classification 100 A.1.

There is a steel deck-house forward with navigation bridge above; also two cabins forward with bunk, settee, bath and wash basin, etc. all of teak and with cabin linings of teak.

Crew space for 12 men is fitted under deck. A powerful steam steering gear is fitted and also electric lighting throughout of the highest class.

The engines are triple expansion of the most improved type, working at 180 lbs. pressure, and the boiler is designed to burn either wood or coal.

The towing frame and slip hook are of specially heavy make.

The work was supervised throughout by Lloyd's surveyor and for the owners by Mr. David Harvey.

H.M.S. "Tern" and H.M.S. "Gannet," the new river gunboats recently assembled at local yards, have left for Shanghai for service on the Yangtze River. They are escorted by two destroyers.

The Hong Kong-Kongmoon river steamer "On Lee" will go into dock on Sunday for the replacement of a damaged propeller blade. Her schedule will not be affected as the ship will sail as usual on Monday evening.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

SAILINGS 1927.

| STEAMERS | Hong Kong | Shanghai | Kobe | Yokohama | Vancouver |
|--------------------|-----------|----------|---------|----------|-----------|
| EMPERESS OF ASIA | Mar. 28 | Mar. 31 | Apr. 3 | Apr. 6 | Apr. 15 |
| EMPERESS OF CANADA | Apr. 18 | Apr. 21 | Apr. 24 | Apr. 27 | May 6 |
| EMPERESS OF RUSSIA | May 9 | May 12 | May 15 | May 18 | May 27 |
| EMPERESS OF ASIA | May 30 | June 2 | June 5 | June 8 | June 17 |
| EMPERESS OF CANADA | June 13 | June 16 | June 19 | June 21 | June 30 |
| EMPERESS OF RUSSIA | July 4 | July 7 | July 10 | July 12 | July 21 |
| EMPERESS OF ASIA | July 18 | July 21 | July 24 | July 26 | Aug. 4 |
| EMPERESS OF CANADA | Aug. 8 | Aug. 11 | Aug. 14 | Aug. 16 | Aug. 25 |
| EMPERESS OF RUSSIA | Aug. 29 | Sept. 1 | Sept. 4 | Sept. 6 | Sept. 15 |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

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|-----------------|---------------|--------------|------------------|
| Apr. 6 | Apr. 8 | Apr. 14 | Apr. 16 |
| Apr. 27 | Apr. 29 | May 5 | May 7 |

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

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ALASKA MARU Monday, 9th April.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
HAWAII MARU Saturday, 24th March.
LAPLATA MARU Friday, 27th April.
BOMBAY—Via Singapore and Colombo.
INDUS MARU (Calls at Penang) Wednesday, 21st March.
SHUNGO MARU (Calls at Karachi) Thursday, 5th April.
BORNEO MARU (Calls at Penang) Thursday, 19th April.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR, AND MOMBASA—Via Singapore and Colombo.
CANADA MARU Saturday, 31st March.
CALCUTTA—Via Singapore, Penang and Rangoon.
TACOMA MARU Sunday, 25th March.
SEATTLE MARU Wednesday, 28th April.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.
PARIS MARU (Calls at Shanghai) Tuesday, 20th March.
HAIPHONG Via HOIHOW & PAKBOI.
MENADO MARU Thursday, 12th April, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS
HONOLULU MARU Tuesday, 27th March.
SOURABAYA MARU Wednesday, 28th March.
ANDES MARU Friday, 15th April.
KEELUNG Via SWATOW & AMOY.
HOZAN MARU Sunday, 25th March, 11 a.m.
TAKAO—Via SWATOW & AMOY.
DELI MARU Thursday, 22nd March, 8 a.m.
TAKAO & KEELUNG
SOURABAYA MARU Wednesday, 28th March.
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S.S. "CITY OF GLASGOW" Havre, London, Rotterdam & Hamburg 24th April.
S.S. "CITY OF BOMBAY" Havre, London, Rotterdam & Hamburg 25th May

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S.S. "CITY OF EASTBOURNE" via Suez Canal 18th May.
S.S. "CITY OF NEWCASTLE" via Suez Canal 15th June

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THE BANK LINE, LTD.

MERSEY TUNNEL.

CONSIDERED AT CHAMBER
MEETING.

The annual meeting of the Birkenhead Chamber of Commerce was held in mail week under the chairmanship of Mr. W. T. McIvor in the absence of the President, Viscount Leverhulme, who is in West Africa, and who expects to be back this month.

The annual report, which was adopted, stated that the year 1927 was remarkable in the sense that it was a year that did not produce a big strike, and it rather proved that the auguries of more settled conditions in industry were being fulfilled. Unfortunately, however, the volume of trade had not shown any appreciable signs of increase, but with the measures now being adopted by certain of the industry and commercial leaders in their endeavours to arrange an amicable and settlement between employer and employee they believed that with the advent of an equitable understanding the marked trade depression of recent years

would pass away, and that the future certainly promised steadier conditions.

One of the most important matters which had ever engaged the attentions of the chamber, the position of the Birkenhead entrance to the new Mersey vehicle tunnel, was now within measurable distance of being satisfactorily settled, and the fact that dock and town entrances had both been agreed upon in suitable positions promised to mark a turning point for the good in the commercial affairs of the borough.

The membership was gradually growing in numbers, but the directors still felt that the importance and usefulness of the chamber would be improved if the many traders and commercial men who are not connected with the chamber could be induced to apply for membership.

The Chairman, in moving the adoption of the report, said the report was a very comprehensive and satisfactory compilation of the activities of the chamber, and the views taken as to the immediate future and prospects of industry. The chamber was doing a useful and necessary work in the town—work that could not be done by any other body.

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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
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| KARMALA | 9,128 | 24th Mar. | M'les, Casablanca, L'don & A'werp. |
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| MANTUA | 10,546 | 31st Mar. | Marseilles & London |
| KALYAN | 9,144 | 7th Apr. | Marseilles, London & Antwerp |
| MONGOLIA | 16,504 | 14th Apr. | Marseilles & London |
| MOREA | 5,283 | 21st Apr. | Marseilles & London |
| HAHORE | 10,568 | 28th Apr. | Marseilles & London |
| KASHGAR | 5,252 | 7th May | Marseilles & London |
| KIDDERPORE | 9,005 | 12th May | Marseilles, London, Antwerp & Hull |
| MAIWA | 5,334 | 22nd May | Bombay, Marseilles & London |
| JEYPORE | 10,986 | 28th May | Marseilles & London |
| DELTA | 5,318 | 2nd June | Marseilles, London, Antwerp & Hull |
| NOVARA | 8,097 | 9th June | Marseilles & London |
| RANPURA | 6,359 | 16th June | Bombay, Marseilles & London |
| KHYBER | 16,001 | 23rd June | Marseilles, London, Antwerp & Hull |
| RAWALPINDI | 16,011 | 30th June | Bombay, Marseilles & London |
| KASHMIR | 8,985 | 7th July | Marseilles, London & Antwerp |
| RAJPUTANA | 8,985 | 14th Aug. | Bombay, Marseilles & London |

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| TAKLIWA | 7,558 | 24th Mar. | Singapore, Penang & Calcutta |
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| | | 4 p.m. | Townsville, Brisbane, Sydney & |
| ARAFURA | 6,000 | 4th May | Melbourne. |
| *TANDA | 6,956 | 1st June | |

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London via Panama Canal.

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| | | | |
|------------|--------|-----------|-----------------------------------|
| *LAHORE | 5,252 | 26th Mar. | S'hai, Moji, Kobe & Yokohama |
| | | 11 a.m. | |
| TAKADA | 5,049 | 28th Mar. | Amoy, Moji, Kobe, Osaka & Y'hama. |
| MOREA | 10,568 | 30th Mar. | S'hai, Moji, Kobe & Yokohama. |
| ARAFURA | 6,000 | 3rd Apr. | Moji, Kobe, Osaka & Yokohama. |
| TALANBA | 8,018 | 11th Apr. | Amoy, S'hai, Moji, Kobe & Osaka. |
| KASHGAR | 9,005 | 13th Apr. | S'hai, Moji, Kobe & Yokohama. |
| KIDDERPORE | 5,334 | 14th Apr. | Shanghai, Moji & Kobe. |
| *JEYPORE | 5,252 | 17th Apr. | S'hai, Moji, Kobe & Yokohama. |
| TELAWA | 10,006 | 21st Apr. | Amoy, Moji, Kobe & Osaka. |
| MAIWA | 10,986 | 27th Apr. | S'hai, Moji, Kobe & Yokohama. |
| TANDA | 6,956 | 8th May | Moji, Kobe, Osaka & Yokohama. |
| *NOVARA | 8,097 | 8th May | S'hai, Moji, Kobe & Yokohama. |
| DELTA | 8,097 | 11th May | S'hai, Moji, Kobe & Yokohama. |
| RANPURA | 16,001 | 25th May | S'hai, Moji, Kobe & Yokohama. |
| *NANKIN | 16,011 | 5th June | S'hai, Moji, Kobe & Yokohama. |
| ST. ALBANS | 4,500 | 6th June | Moji, Kobe, Osaka & Yokohama. |
| KHYBER | 9,114 | 8th June | S'hai, Moji, Kobe & Yokohama. |
| RAWALPINDI | 16,011 | 22nd June | S'hai, Moji, Kobe & Yokohama. |
| KASHMIR | 8,985 | 6th July | S'hai, Moji, Kobe & Yokohama. |
| RAJPUTANA | 16,006 | 20th July | S'hai, Moji, Kobe & Yokohama. |

* Cargo only.

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| | | |
|---------------------------|----------------|-----------|
| S.S. "CITY OF DUNKIRK" | Via Suez Canal | 20th Apr. |
| S.S. "CITY OF EASTBOURNE" | Via Suez Canal | 13th May |
| S.S. "CITY OF NEWCASTLE" | Via Suez Canal | 15th June |

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THE DEN LINE STEAMERS, LTD.
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ANTWERP, LONDON & STRAITS.

THE Steamship
"BENAVON"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazar-
dous and/or extra hazardous God-
owns of The Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence, and/or from the wharves,
delivery may be obtained.

No claims will be admitted after
the goods have left the godowns,
and all goods remaining undelivered
after the 28th inst.,
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 11th April,
1928, or they will not be
recognized.

All broken, chafed, and damaged
goods are to be left in the Go-
downs, where they will be examined
on the 27th inst., at 10
a.m. by Messrs. Goddard & Douglas.
No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 21st March, 1928.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

From EUROPE.

THE Steamship

"CITY OF DUNKIRK"

having arrived, Consignees of Cargo
by her are informed that all Goods
are being landed at their risk into
the hazardous and/or extra-
hazardous Godowns of Holt's
Wharf, whence delivery may be
obtained.

No Claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after 27th March, 1928, will
be subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 3rd April,
1928, or they will not be recog-
nised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon,
within the Free Storage period of
One Week.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
THE BANK LINE, LTD.,
General Agents.
Hong Kong, 21st March, 1928.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship

"DOCTEUR PIERRE BENOIT"

Bringing Cargo from Dunkirk,
Rotterdam, Antwerp, London, &c.,

CONSIGNEES are hereby informed
that their goods with the
exception of Opium, Treasure and
Valuables are being landed and
stored into the Godowns of the
HONG KONG KOWLOON WHARF
& GODOWN CO., LTD., KOW-
LOON, whence delivery may be
obtained immediately after landing.

All claims must be sent in to me
on or before WEDNESDAY, the
28th March, 1928, or they will not
be recognised.

DAMAGED PACKAGES will be
examined by the Company's Sur-
veyor, Messrs. Goddard & Douglas
in the presence of the Consignees
at 10 a.m. on SATURDAY, the 24th
March, 1928.

No Fire Insurance will be effected
by us in any case whatever.

L. LESDOS,

Agent.
Hong Kong, 19th March, 1928.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s.
"Paul Lecat" are advised to send
in claims to the Agent before
March 23.

Consignees of Cargo ex s.s.
"Docteur Pierre Benoit" are advis-
ed to send in all claims to the
Agent before March 28.

Consignees of Cargo ex s.s.
"City of Dunkirk" are reminded to
take delivery of their goods which
will be subject to rent after March
27.

Consignees of Cargo ex s.s.
"Benavon" are reminded to take
delivery of their goods which will
be subject to rent after March 28.

It is proposed by some of the
Japanese shipping concerns that
more lighthouses should be erect-
ed by Japan to prevent disasters
at sea. They assert that the lack
of lighthouses is responsible for
the frequent occurrence of ship-
wrecks off Japan. Japan has
only 120 lighthouses.

SIR A. F. YARROW.

PROMINENT LONDON
ENGINEER.

The son of parents highly es-
teemed in London business circles,
Sir Alfred Fernandez Yarrow was
born in the city, on January 13,
1842, and early showed an inter-
est in mechanical contrivance more
purposeful than the ordinary play
of children. When eight years
old, he devised a mechanical wool
winder for a maiden aunt then
staying with them, and later in-
vented a self-acting candle extin-
guisher for the same lady, who,
however, failed to appreciate that
effort of her dutiful nephew. In
1848, Mr. and Mrs. Yarrow remov-
ed from London City to Holloway,
and Alfred, then six years old,
was sent to a school carried on by
a disciple of Pestalozzi, and the
teaching by object lessons and
practical demonstration particu-
larly suited his mental character.
Four years in a boarding school
at Reigate and two years at Uni-
versity College School, London,
constituted his educational train-
ing, and at the age of fifteen he
was apprenticed with Messrs.
Ravenhill, then a prosperous Lon-
don firm of marine engineers.

Alfred Yarrow has always had a
genius for friendship, and his
close association with a fellow
pupil in University College School,
named Hilditch, led to important
developments in his career. To-
gether, the boys established be-
tween their homes, in the year
1857, what was probably the first
overhead private telegraph line in
Great Britain. More important,
however, was the invention of the
"Yarrow-Hilditch" steam plough-
ing system, which was taken over
by Messrs. Coleman & Company,
agricultural engineers, Chelmsford,
who also opened a London office
for their business and appointed
Yarrow as manager. Another
pioneering invention of the Yar-
row-Hilditch combination was a
steam-driven passenger vehicle,
patented in 1861, which establish-
ed a daily service, but the passing
of the Act of 1862, forbidding the
use of power-driven vehicles on
highways, unless preceded by a
man on foot carrying a red flag,
put an end to the enterprise.

MOVEMENT OF STEAMERS.

The P. & O. s.s. "Karmala" left
Shanghai for this port on March 20
at 3.30 p.m. with the Mails, and is
due here on March 23 at about 7
a.m.

The B.I. s.s. "Takliwa" will leave
Amoy for this port to-morrow p.m.,
and is due here on March 24 p.m.

The B.I. s.s. "Takada" left Singa-
pore for this port on March 19
p.m., and is due here on March 25
p.m.

The P. & O. s.s. "Lahore" left
Singapore for this port on March
19 at 4 p.m., with the Mails, and is
due here on March 25 at about 6
a.m.

The P. & O. s.s. "Mirzapore" left
Shanghai for this port yesterday
at 2 p.m. with the Mails, and is
due here on March 25 at about 6
a.m.

The D. & Co. s.s. "Bolton Castle"
sailed from New York on February
4, and is due here on March 25.

The C.P.S. R.M.S. "Empress of
Russia" from Hong Kong on March
7 left Yokohama on March 16 at
3 p.m., and is due at Vancouver on
March 25.

The C.P.S. R.M.S. "Empress of
Asia" arrived at Manila on March
10 at 10 a.m. leaves Manila on Mar.
24 at 4 p.m., and is due at Hong
Kong on March 26 at 10 a.m.

The Swedish East Asiatic Co.,
Ltd.'s M.V. "Formosa" left Ham-
burg on March 17 and is due here
on or about April 27.

The D. & Co. s.s. "Venezia" sail-
ed from Port Said on Feb. 20, and
is due here on March 29.

The C.P.S. R.M.S. "Empress of
Canada" left Vancouver for Hong
Kong, via Japan ports and Shang-
hai, on March 17 and is due here
on April 5.

The D. & Co. M.V. "Toledo" sail-
ed from New York on February 13,
and is due here on April 12.

The motor ship "Rion" of
about 1,000 tons deadweight, has
been launched at the Unterweser
Yard, in Germany, to the order of
the Soviet Republic. She is to be
a twin-screw craft, and German
engines are to be installed.

Works Extended.

The years between 1868 and
1875, however, must be noted as
a period of development. In 1873,
the Yarrow steam launch came
into use for the carrying of what
was then known as the "spar tor-
pedo," and the great speed and
efficiency of the little boats quick-
ly attracted the attention of the
naval authorities of the whole
world. The works were extended
and the staff increased to meet
the incessant demands coming
from the United States, Italy,
France, Austria, Holland, and
other countries, and all the while
the indefatigable inventor con-
stantly sought out the means of
obtaining higher speeds and great-
er stability. The introduction of
the "Whitehead" torpedo in 1877,
quicken the desires of the nations
for possession of the most effec-
tive weapon in naval warfare
then existing, and from that date
Yarrow's yard became a veritable
arsenal from which the naval
powers drew a large part of their
equipment for conflict.

Prosperity now flooded in on
Yarrow & Company, and the
struggle of Alfred Yarrow for re-
cognition had ended. Like the
marriage of the much-tried heroine
and hero of romance, prosperity,
in a sense, takes away the glamour
of a young man's career; though
the after events are really of more
practical importance to the world.
But that part of the record of
Yarrow & Company is written
large across the naval history of
the past fifty years. Another pro-
duct of his many-sided engineer-
ing was the "Yarrow" boiler.

and that is the Yarrow boiler.
As far back as 1877, Sir Alfred
Yarrow began study of water-tube
boilers, but it was not till about
ten years later he ventured to
offer his invention to marine en-
gineers. After that, however, the
efficiency of the Yarrow boiler be-
came an important factor in the
development of high-speed craft.
Its main features, the straight
water tubes, simple structure and
direct-acting super-heaters, exhibit
the clear vision and character of
the inventor.

Steadiness of Character.

In 1913, at the age of seventy-
one, after a life crammed with
good works, both in business and
benevolence, Alfred Yarrow, as he
then was, determined to retire
from business, but within ten
months he was recalled to duty by
the need of Great Britain for his
services. The story of the part
taken by this veteran of seventy-
three in the most memorable naval
conflict in history, cannot be told
here. Great naval chiefs joined in
his praise, and when the war was
over, King George V. conferred on
him a well-earned baronetcy. Sir
Alfred Yarrow lives on, as his
friend Viscount Knutsford, says in
a "Foreword" to the "Life" written
by Lady Yarrow, "showing no
signs of decay," an example of
that blend of genius and practical
sense, benevolence tempered by
wisdom, and steadiness of charac-
ter which all patriotic minds fond-
ly believe is typically British.



"This cable says, 'Can we depend
on your arrival in New York for
directors meeting?'" "Answer it
with, 'Am coming on a President
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for anyone."

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| Pres. Lincoln Mar. 27th | Pres. Cleveland Apr. 4th |
| Pres. Madison Apr. 10th | Pres. Pierce Apr. 18th |
| Pres. Jackson Apr. 24th | Pres. Taft May 2nd |
| Pres. McKinley May 8th | Pres. Jefferson May 15th |

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|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| Pres. Adams Mar. 25th 8 a.m. | Pres. Monroe May 6th 8 a.m. |
| Pres. Garfield Apr. 8th 8 a.m. | Pres. Wilson May 20th 6 a.m. |
| Pres. Harrison Apr. 22nd 6 a.m. | Pres. Van Buren June 3rd 8 a.m. |

To Manila

| | |
|----------------------------------------|--------------------------------------|
| Pres. Adams Mar. 25th 8 a.m. | Pres. Garfield Apr. 8th 8 a.m. |
| Pres. Cleveland Mar. 27th 6 p.m. | Pres. Pierce Apr. 10th 6 p.m. |
| Pres. Madison Apr. 2nd 6 p.m. | Pres. Jackson Apr. 16th 6 p.m. |

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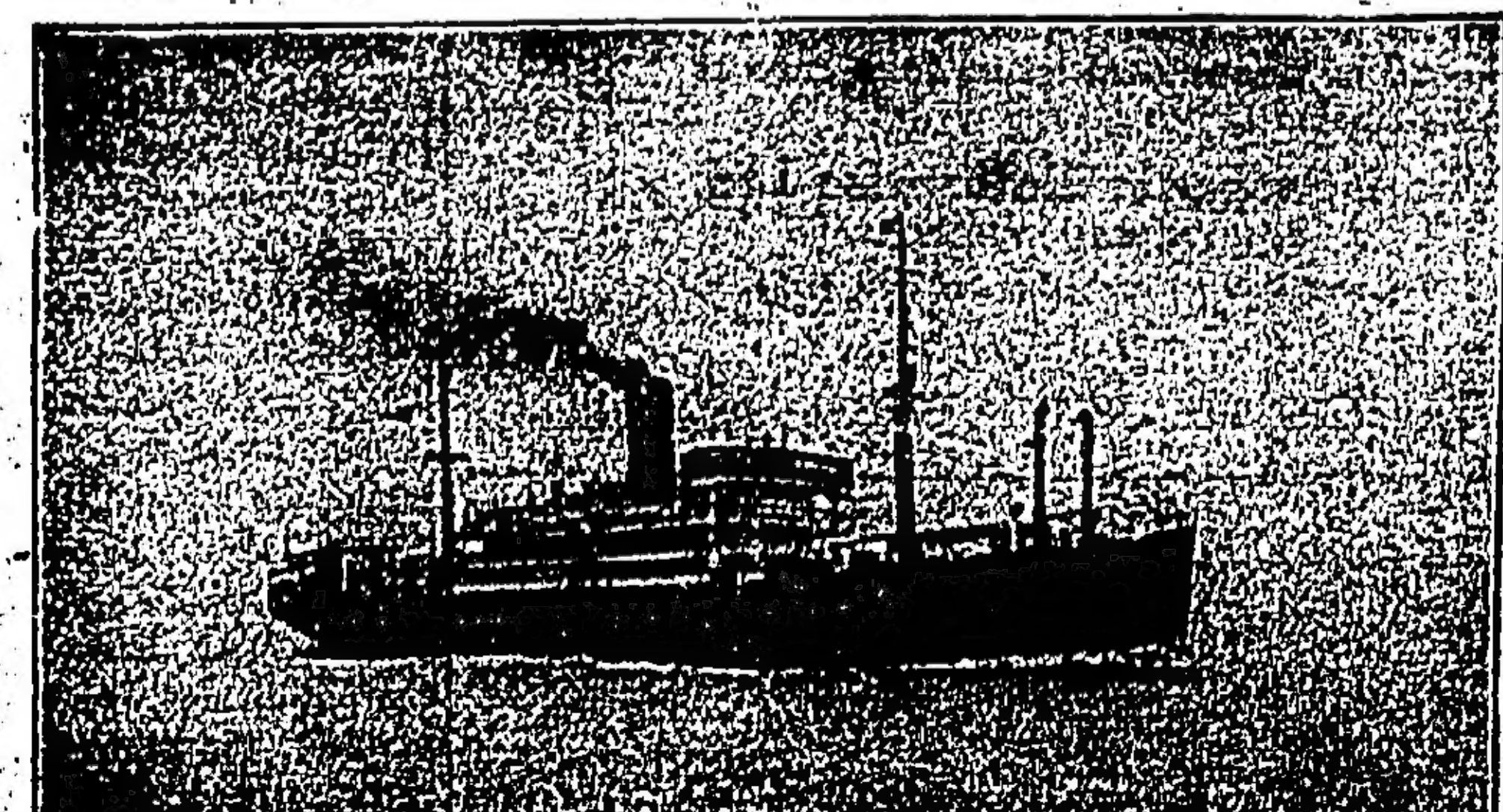
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PARROT

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Ten little flies.
All in a line;
One got a swat!
Then there were
Nine little flies
Grimly sedate,
Licking their chops—
Swat! There were
Eight little flies
Raising some more—
Swat! Swat! Swat! Swat!
Then there were
Four little flies
Coloured green-blue;
Swat! (Ain't it easy!)
Then there were
Two little flies
Dodged the civilian—
Early next day
There were a million.



WIRE FLY SWATTERS

We have just received a consignment of fly Swatters. Slightly damaged by water.

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Hong Kong, Thursday, March 22, 1928.

A SUPPRESSED FILM.

The whole matter of international etiquette, as well as the matter of artistic ethics, has been raised by the banning by the British Board of Film Censors of the screen play entitled "Dawn," having for its central incident the execution of Nurse Cavell. In the preparation of the picture very heavy expense was incurred, and no effort, apparently, was spared to make it a success. The principal part was taken by Miss Sybil Thorndike, Britain's leading actress in serious drama, and Mr. Wilcox was at great pains to ensure strict historical accuracy. In spite of this the play was banned on the grounds that its showing would needlessly wound German susceptibilities and promote ill-feeling between the two countries. Mr. Wilcox's reply was that no indictment was brought against the German nation as a whole or even against the individuals concerned in the affair. His aim, he asserted, was to expose the horrors of war.

In every war, it has to be admitted, things occur which must shock the conscience when the excuse of military necessity no longer holds credence, and there is something to be said for the producer's stand that the film "Dawn" should be regarded as a pictorial tirade against war in general. At Home opinion is sharply divided, we are told, regarding the ethical and moral right to show the picture, and there is much to be said for both the opposite points of view. The incident of the killing of Nurse Cavell has again come to the fore, as is only natural, and in this regard a certain amount of bad feeling has already been displayed.

ed in the Press and at public meetings. What must be said in complete fairness to her assailants is that the German military code undoubtedly provides for capital punishment for the offence of which the Nurse was accused and found guilty. The allegation that she harboured enemy subjects and assisted them to escape has never been denied. What wounded public feeling was the fact that the severest penalty was inflicted upon a woman who, even if she was guilty of aiding her fellow-countrymen, did not, as a matter of fact, materially harm the Germans. It was—and is—considered that her activities in this direction could have been stopped in a less drastic manner.

Of the two matters raised by the banning of the film—international etiquette and artistic ethics—the former is by far the more important. If there was the least likelihood of "Dawn" offending German susceptibilities—and apparently there was—the authorities did the right thing in preventing the picture appearing on the screen in Britain. It would be a tremendous pity if anything was allowed to interfere with the cordial relations existing between the two countries. The war is over; ten years have passed since it terminated, and there is much to commend the old saying about letting bygones be bygones. As for the question of artistic ethics, "Dawn" has reopened the controversy as to the desirability or otherwise of film censorship. True there has been no popular demand for its abolition, but there is a growing force of public opinion which sets its face determinedly against the institution, an opposition which the ban on this war-time picture may considerably strengthen.

RAILWAY WORKERS.

SERIOUS SITUATION IN INDIA.

TROUBLE SPREADING.

Calcutta, Yesterday. Following the closing down of the Lilloah workshops the situation on the East Indian Railway is taking a serious turn and the trouble is spreading to other departments.

Seventeen hundred workers downed tools in sympathy and armed police and a detachment of Eastern Frontier Rifles are standing by to prevent disturbances.—Reuter.

A TRAGIC FIRE.

31 PEOPLE KILLED IN MYSORE STATE.

Shimoga (Mysore), Yesterday. There were 31 fatalities and 400 houses were burned down in a conflagration in the village of Esur in the Shimoga district.—Reuter.

OPIUM IN CASSIA.

CHINESE COOLIE FINED \$1,000.

A BIG HAUL.

The Chinese man and the youth charged on four separate counts of possessing and importing 3,190 taels of raw and 440 taels of prepared non-Government opium, were again before Major C. Willson at the Central Magistracy this morning.

Mr. C. A. S. Russ appeared for the defence and pleaded not guilty. Chief Preventive Officer Clark who prosecuted withdrew the charges against the youth and he was accordingly discharged.

The case against the man was then proceeded with.

Revenue Officer Ward deposed to sending a Chinese Revenue Officer on board the s.s. "Tai Sze Ma" at 7 a.m., on March 19 with instructions to look out for anyone taking delivery of cargo bearing a certain mark. About 8.10 a.m., he went on board himself and there saw the youth in the custody of the Chinese R.O. The youth produced the delivery order for the particular cargo. The witness then went to the commodore and took the manifest with the aid of which he located the cargo. He poked one of the bales with an iron rod and when it was withdrawn there was the substance of raw opium on the rod.

Ten Bales.

The witness sent for the C.P.O. and handed the delivery order to him. Then whilst Mr. Clark took the youth to the office, the witness brought up the rest of the cargo, ten bales in all, and had them removed to the Import and Export Office. Here the bales were opened, and in the centre of each bale packed all round with cassia bark was found a wooden box in which the illicit drug was contained.

C.P.O. Clark stated that after he received the paper from R. O. Ward, he immediately proceeded to the Man Tai Wo firm on the first floor of No. 48, Des Voeux-road West the entrance to which was in Kowloon-street. As he approached the entrance he saw the accused coming out. He had his right arm behind his back and underneath his coat. The witness seized the arm and in the hand was a ball of red paper in which were three chops one of which was the same as the chop which appeared on the delivery order.

The witness then took the accused to the office of the Man Tai Wo firm, and when the accused said that he did not have the key for the door lock, the witness forced the door and searched the office, but he did not find anything incriminating there. Accused was then taken to the Import and Export Office where he was charged. Later he was taken to the Central Police Station, where when searched and the door key was found on him.

Coolie's Denials.

Accused in the witness box said that he worked as a coolie in the Mai Tai Wo firm and was ordered to go and take delivery of a cargo of cassia bark, but as he was busy cooking, he sent the youth instead. He had no guilty knowledge of the presence of the opium in the bales of cargo.

The accountant of the firm was a man named Cheung Lam, and he was the man who ordered the witness to go and take delivery of the cassia bark. Later Cheung told him to take the three chops along and he did as instructed. When he got to the road he was arrested by Mr. Clark.

Mr. Russ submitted that the accused did not have guilty knowledge, but the Magistrate thought otherwise, and fined the accused \$250 on each of the four charges, or, in default, a total term of four months' hard labour.

POLICE COXSWAIN.

FINED FOR DEMANDING BRIBE.

Yesterday afternoon, Major C. Willson convicted a Chinese police coxswain who appeared before him at the Central Magistracy charged with demanding a bribe of \$200 from a boat-woman, arising out of a police search for opium on board the woman's junk. At a previous hearing of the case evidence was given that the woman had actually handed over the sum of \$185 to the accused. Going into the witness box yesterday, the accused who said that he had been 16 years with the police as coxswain, entered a complete denial of the charge. He said there had been a misunderstanding on account of the European Sergeant's lack of knowledge of Chinese. The woman had been under the impression that she was under arrest and offered \$200 as bail. He alleged that in reply to this the Sergeant said "fai ti" ("be quick"). The woman thereupon went ashore to raise the money, and the accused who alleged that he had himself misunderstood the Sergeant, accompanied the woman. The Magistrate did not believe this story and fined the coxswain \$200 or, in default, three months' hard labour.

ROPE COMPANY.

(Continued From Page 1.)

course. The question of the General Managers' Commission will also be considered at the same time.

Since these accounts were printed Sir Elly Kadoorie has, on the invitation of the Committee, accepted a seat as member of the Consulting Committee and his name has been added to the list of members for re-election.

I now beg to propose that the report and accounts as presented be adopted and passed and that the balance at credit of profits and loss account of \$533,802.59 be appropriated as follows:—

| | |
|-------------------------------------------------|--------------|
| To place to Credit of Typhoon and Flood Account | \$ 7,676.51 |
| To write off Factory at Kennedy Town | 60,000.00 |
| To write off Wharf at Kennedy Town | 6,000.00 |
| To write off Houses at Kennedy Town | 100,000.00 |
| To write off Factory at Kowloon | 297,063.25 |
| To write off Plant and Machinery | 63,062.83 |
| | \$533,802.59 |

When this has been seconded I shall be pleased to answer questions from shareholders.

Other Business.

Mr. H. P. White seconded and the report and accounts were unanimously adopted.

Sir Elly Kadoorie, Sir Robert Ho Tung and Messrs. H. P. White and Allan Cameron were re-elected members of the Consulting Committee on the proposition of Mr. Allan Keith, seconded by Mr. Dreyer.

Messrs. Lindstead and Davis and Messrs. Percy Smith, Seth and Fleming at a remuneration of \$350 a year each on the proposition of Mr. M. A. Figueiredo, seconded by Mr. W. Gardner.

This concluded the business of the meeting.

SALVATION ARMY.

LECTURE ON WORK IN CHINA.

SPIRITUAL & BODILY NEEDS.

A review of Salvation Army work in China was given at St. Peter's Young Men's Club last night by Adjutant Harris who is at present in Hong Kong in connection with that organisation.

Mr. Harris is an Australian and was recruited for Salvation Army work whilst a lad. He has an excellent knowledge of Chinese and has directed work in the interior of China.

Mr. Harris referred to the early days of Salvation Army work in China and the difficulties overcome by the Army officers who were sent to Peking and who had first to master the language before commencing their work. In addition to evangelical work, the Army had maintained kitchens on behalf of the poor and needy. Sleeping shelters had also been erected and in Tientsin one of the features of relief work was the supply all the year round of hot tea in the richest shelters.

Figures were quoted as to the sale of evangelist booklets which showed that, considering the illiteracy of the people, an amazing number of the people were endeavouring to supplement by reading the teaching as delivered orally by Army workers. It was significant in regard to Army work and its appreciation that the funds for the work in China were almost entirely supplied by Chinese friends of the Army.

Y.M.C.A. WORK.

PROPOSED TRAINING CENTRE FOR BOYS.

A LOCAL "DRIVE."

A campaign is being instituted by the Y.M.C.A. in China for organising a training centre for boy leaders and to revive on a larger scale than ever work among the junior population of China.

Mr. K. Z. Loh, M.A., who is in charge of this work, has arrived in Hong Kong from the North and, before proceeding to Canton, he will address the opening of the Hong Kong Y.M.C.A. membership and financial campaign in connection with the new movement.

Before the approach of summer, the Y. M. C. A. is giving a series of public health lectures, emphasizing the value of personal and individual hygiene. The best known Chinese physicians and surgeons of the city are on the list of speakers. Many thousands of free vaccinations have been given to those who applied for the privilege.

Beginning next Saturday, the Association commences its "drive" for raising \$30,000 which is needed for the work of 1928. Many leading Chinese merchants are heading Committees to assist in the raising of this amount to which Chinese and Europeans alike are looked for support.

'PRAPS-'PRAPS NOT!

"I hear those two rival dentists have combined offices and formed a partnership." Yes, they finally decided to pull together.

Waiter (making out the bill).—Let me see, sir—sausages and mashed—apple tart—did you have any bread, sir? Customer.—Rather—in the sausages!

"Yus!" roared the soap-box Bolshie, at the George-street corner Pleasant Sunday Evening. "It's time their workers asserted themselves and put their 'nated capitolist and their boorjoysie in their place! Ain't that so, comrades? I asts yer."

"Ear, ear, matey!" cried the assistant-secretary of the Wharf Rats' Union, approvingly: "Ear, ear!"

The S.B.B. bellowed his ferocious joy at this moral support. "Yes," he roared again. "Wot airs these boorjoysie gives themselves! They even want to stop us from pinchin' orf of them—takin' up the crumbs from their shippin' companies, so ter speak!" (Cheers)

But this annoyed the assistant-secretary of the Wharf Rats' Union. "Cut that art!" he snarled. "Tork about yer own crowd, matey." And then the fun started.

Little Helen (rejecting medicine): "I don't want to take the nasty, bitter stuff."

Mother: "But how do you know it's nasty and bitter? You haven't tasted it."

Helen: "You said it would be good for me."

Man (reluctantly removing coat): "You seem very eager for this fight!"

Bystander: "Well, to be candid, I've just received my first aid certificate."

"Is it true that statistics prove that women live longer than men?" "Well, you know, paint is a great preservative!"

"I like this frock," she told the saleswoman, "but it's too tight here, here, and here. You could alter it!"

"No, madam, but if you care to visit our beauty department on the second floor they'll gladly alter you to fit the frock."

The fair visitor had called upon her artist acquaintance. "Yours were the only pictures I could look at the Academy to-day," she exclaimed.

"Believe me, I appreciate the honour," exclaimed the artist.

"Honour!" she echoed, in tones of perplexity. "The others, you know, were so surrounded by the crowd!"

Little Freddy was preparing to go out calling with his mother. Suddenly he called to her in a rather startled voice:

"Mamma, is this bay rum in the brown bottle?"

"Gracious, no, dear! That's gum."

"Oh," said Freddy, after a pause.

"Perhaps that's why I can't get my hat off."

The judge looked keenly at the prisoner for a few minutes, and then said:—"It strikes me forcibly I have seen your face before."

"That's where I always wear it," replied the prisoner sullenly.

PRESIDENT'S NAME.

LATE MR. HARDING AND THE OIL SCANDAL.

New York, Yesterday. The dragging of the late President Harding's name into the Teapot Oil scandal has prompted the Democratic "World" to state that the investigation will not reveal personal dishonesty on his part although dishonesty undoubtedly existed in his administration and says that old rumours should be set at rest in fairness to his memory.—Reuter's American Service.

HARRY SINCLAIR.

HORSES BANNED FROM RACE TRACK.

Baltimore, Yesterday. Owing to his connection with the Teapot Dome scandal, the Maryland Racing Association has banned Harry Sinclair's horses from racing on the Maryland track.—Reuter.

The "post-winter" flying programme of the German Luftwaffe has come into force, so that henceforth it will again be possible to fly from Berlin to London and Paris in one day, without having to spend a night in Amsterdam or Cologne. The full summer traffic opens on April 23.

OFF TO NANKING.

(Continued from Page 1.)

[Note: Three group armies were recently formed and a fourth to include the Nationalist units in Hunan-Hupeh was mooted but the appointee did not take up office for fear of opposition from Generals Pei and Cheng.]

No Help For Feng.

Hankow, Yesterday. It is not known definitely yet whether General Pei Chung-hsi (one of the Nationalist leaders in charge here) will send reinforcements up the Peking-Hankow Railway to Honan province, to assist the "Christian General" Feng Yu-hsiang in the Nationalist campaign against the Peking Government. — British Naval Wireless.

[Note: Earlier despatches said that General Pei Chung-hsi's troops were being concentrated at Wuchang (opposite Hankow) and that rolling stock at Hankow was being assembled, leading to an impression that help might be accorded the "Christian General" who has suffered a signal reverse.]

UPPER YANGTZE.

Trouble Between Liu Hsiang and Yang Sen?

Ichang, Yesterday. Considerable intrigue is being maintained in Szechuan province, further up the Yangtze River. The contending leaders are General Yang Sen and General Liu Hsiang and it is rumoured that trouble may break out between them.

Yang Sen is reported as having won over General Wu Yu-shan, commanding the 30th Nationalist Army. When conditions suit him, he may again declare himself as a supporter of the Northern, i.e., the Peking Government. — British Naval Wireless.

Often Changed Colours. [Note: Ichang is 370 miles above Hankow and is the most westerly (i.e., farthest from the mouth of the Yangtze) point of Nationalist control. Further up, around Wanhsien, are Yang Sen's troops. Above Yang Sen, Liu Hsiang is in charge, up to the Twenty port of Chungking, which is over 1,400 miles from the Sea. Liu Hsiang has been less conspicuous but Yang Sen has changed colours at least half a dozen times during the last two years. Because the Nationalists pushed him out from Ichang, it is likely that he is biding his time for another raid down the Upper Yangtze when, of course, he would join forces with the Peking faction, in opposition to the Nationalists. Developments in Szechuan have little bearing on the general situation in China.]

EAST AND WEST.

CONFERENCE AT JERUSALEM OPENS SHORTLY.

CHINA DELEGATION ARRIVES.

The China delegation to the Jerusalem Conference, with that from Japan and the Philippine Islands is due to reach Jerusalem to-day. The Enlarged Meeting of the International Missionary Council is to convene in that city on Saturday. This delegation of seventeen members, passed through Hong Kong on February 24 and were entertained here by various bodies.

The leader of the delegation is Dr. David Z. T. Yui, Chairman of the National Christian Council of China and General Secretary of the National Committee of the Y.M.C.A. The South China member is the Rev. Y. S. Tom of Canton. Other members are Dr. C. Y. Cheng, of Shanghai, General Secretary of the National Christian Council of China, Prof. T. C. Chao of Peking, Rev. Li Tien-lu of Tsinan, Mrs. C. C. Chen and Dr. R. Y. Lo of Shanghai, Mr. T. C. Bau of Hangchow, Rev. Donald Fay of Chengtu and Mr. E. C. Lobenstein, another Secretary of the National Christian Council.

The China delegation is carrying a banner to be presented to a church in Jerusalem, the translation of the inscription being "The light spreads to the four corners of the earth."

From Saturday through Easter Day this conference, comprising about two hundred leaders of Christian work in some twenty countries, will hold daily sessions on the Mount of Olives, considering the problems of co-operation between the various religious organisations in these countries. This is the first conference in which representatives of the Orient have sat down at the council table on equal terms with those of the Occident, each to contribute their experience to the building up of the churches in the various lands.

ATHLETIC SPORTS.

2ND BATT. SCOTS GUARDS MEETING.

CHAMPIONSHIP SHIELD.

The athletic sports meeting of the 2nd Battalion Scots Guards was held yesterday at Shamshulpo Camp.

There was a good attendance of Servicemen, officers and their families. H.E. Major-General C. C. Luard, C.B., C.M.G., and Mrs. Luard were amongst the interested spectators.

Competition was keen in every event, and a fine afternoon's sport was enjoyed by all who attended. The Band of the 1st Battalion Queen's Regiment under Band-Sergeant C. Manley was in attendance and enlivened the proceedings with an excellent programme of music.

The competition for the Battalion Championship Shield was a close affair between "F" Company and Headquarters Wing, the trophy finally going to "F" Company whose athletes scored 60½ points to their rivals' 51½ points. Left Flank was third with 45 points, "G" Company fourth with 41 points, and Right Flank fifth with 38 points.

Results.

The results of the various events were as follows:—1, "G" Company; 2, "F" Company. Company reel teams:—1, Left Flank; 2, "G" Company; 3, "F" Company.

Throwing the cricket ball:—1, Right Flank; 2, headquarter wing. Two miles relay:—1, Headquarter Wing; 2, "F" Company. Long jump:—1, "F" Company; 2, "G" Company.

Throwing the discus:—1, Right Flank; 2, Left Flank. Corporals' race:—1, L/Cpl. Mower; 2, L/Cpl. Lawman; 3, L/Cpl. Hills. Sack race:—1, Gdsm. Ramsay; 2, Gdsm. Young; 3, Gdsm. Norris. 440 yards relay:—1, "F" Company; 2, "G" Company.

Pole jump:—1, Left Flank; 2, Headquarter Wing. Sergeants' race:—1, L/Serjt. Ravenhall; 2, Serjt. Heathcote; 3, L/Serjt. Nicol.

Putting the weight:—1, Right Flank; 2, "F" Company. Three-legged race:—1, Gdsm. Ramsay and Young; 2, Gdsm. Dickson and Webb; 3, Gdsm. Watt and Carter.

High jump:—Headquarter Wing and "F" Company (tie). Officers' race:—Captain Tyingham.

Piping and dancing (open):—Piping: 1, L/Serjt. McDonald (Scots Guards); 2, L/Cpl. McLean (Scots Guards); 3, Piper Slattery (K.O.S.B.). Dancing: 1, Piper Taylor (Scots Guards); 2, Piper Burns (Scots Guards); 3, L/Cpl. McLean (Scots Guards).

Blindfold drill competition:—Right Flank.

One mile relay:—1, "F" Company; 2, Headquarter Wing. Throwing the hammer:—1, Right Flank; 2, Headquarter Wing.

One mile (open):—1, Pte. Tiernan (R.A.M.C.); 2, Gnr. Goodridge (R.A.); 3, L/Cpl. Atherton (K.O.S.B.).

Old soldiers' race:—1, Gdsm. Pearce; 2, Gdsm. Ramsay; 3, Gdsm. Dyer.

Tilting the bucket:—1, Cpl. McFarlane and Gdsm. Brunton; 2, Gdsm. Edmondson and Thomson; 3, Gdsm. Ramsay and Young.

Indians' race:—1, Fania Singh; 2, Abdul Garur; 3, Mohamed Khan. Band race:—1, Gdsm. Grove; 2, Gdsm. Smith; 3, Gdsm. Dodson.

Tug-of-war final:—1, Headquarter Wing; 2, "F" Company.

Medley relay race:—1, Headquarter Wing; 2, "F" Company.

Opposite numbers race:—Warrior Officers.

Three-mile team race:—1, "F" Company; 2, Headquarter Wing.

One mile team race:—1, "F" Company; 2, Headquarter Wing.

Transport race:—1, Gdsm. Fitzpatrick; 2, Gdsm. Shaw; 3, Gdsm. Tennant.

Consolation race:—1, L/Cpl. William; 2, L/Cpl. George; 3, L/Cpl. Lilley.

Five-side football final:—1, "G" Company; 2, Headquarter Wing.

Off-Col. Sir Victor Mackenzie, the officer commanding, congratulated the winners. Mrs. Luard presented the prizes. Cheers were given at the close for the G.O.C. and Mrs. Luard.

London, March 10.—Strudwick alone of the players who assisted Surrey last season will be absent from the county side when county cricket is resumed in May. P. G. H. Fender, who has led the side for the last few seasons, will continue as captain.

M. Alain Gerbault, the French lawn tennis player, who is sailing round the world alone in his little cutter "Firecrest," has arrived at Cape Town, in mail week. He looked extremely fit, although he was very tired after his trip of twenty-one days from Durban.

K.B.G.C. REPORT.

BOWLING GREENS CAUSE ANXIETY.

A SATISFACTORY YEAR.

For presentation to the annual meeting on March 30, the report of the Kowloon Bowling Green Club for last year reads as follows:—

The net profit made in the year's working is \$1,456.92, which is considered by your Committee to be very satisfactory. Analysis of Working Account shows that heavy payments on account of alterations and additions to Clubhouse, etc., largely account for the decrease in profit.

Fifty-one new members joined during the year, the membership now consisting of 187 ordinary, 100 sea-going, 5 life members and 8 hon. members.

The increase in the number of sea-going members has been under consideration by your General Committee, and it is suggested that a rule of sea-going to ordinary members be discussed by the members at the annual general meeting.

Clubhouse and Grounds. During the year, new Boys' quarters were built and the old quarters converted into a locker room. These lockers are now available, for tennis and bowls players, at a nominal fee, and your Committee trust that the members will take full advantage of same. Hangars for cars, etc., have been fitted in the dressing room and a large mirror placed above the wash hand basins. Ceiling fans in the rooms and verandah, and two electric heaters in the bar room, have been installed. A main gateway in Austin-road, and a strong retaining wall at the northern end of the Clubhouse have been built. Concrete pathways at the rear of the Clubhouse, and leading from the main entrance to the bowling green have been made, and the terracing in front of the Club house, laid out as a flower beds, the effect of which has been greatly admired by Government officials and the general public.

Condition of Greens. The condition of our bowling greens has been a source of great anxiety to our Green Sub-Committee, as, at the commencement of the year, surface water from Austin-road, flooded the greens, bringing with it large quantities of mud and sand. Application to the Public Works Department was instrumental in having the system of road drainage in the vicinity altered, since when, there has been no overflow. Much damage was suffered, however, and as a result one of the bowling greens had to be re-laid and partly re-turfed. Intensified play on the other green, then made it imperative to close that one also, to enable the Green Committee to endeavour to have both greens in condition for play in the approaching season.

Lawn Bowls. The competitions, on the usual lines, were carried through during the season, and keenly contested. Two teams were entered in the Lawn Bowls League. The first division team made a none too auspicious start, but a marked improvement took place later, and at the end of the season, occupied fifth position on the league table. The second division team did extremely well, considering they were handicapped through lack of experienced players. Your committee trust that the younger members will give their full support to the Bowls Section during the coming season to enable us to carry through our fixtures.

A rink competition, for prizes presented by A. K. MacDougall, Esq., was played during the close season and resulted in some keenly contested games.

Lawn Tennis. Owing to the tennis courts being closed for repairs, etc., play was somewhat curtailed during the season. However, all the usual club competitions were carried through, and thoroughly enjoyed by all taking part. A decided increase in the number of members using the Club, during the latter part of the season, has been noticed, and your Committee trust that in the near future, an additional Court, at the northern end of the Clubhouse, will be available for play.

Obituary. The General Committee regret to record the deaths of the following members during the year: Mr. C. W. Alexander, (life member), Capt. J. Turnbull and Mr. A. Cooper.

Prizes. The thanks of the Club are due to donors of the numerous handsome trophies for the various competitions, also to the members who contributed to the Prize Fund. The prizes were distributed on the closing day, Feb. 18, 1928.

Bowls. Championship: "Galloway" Cup (Messrs. Russell, Nish, Hunter and Bradford), C. Atkinson; 2nd, (Mr. C. Atkinson), J. A. Lindsay; 3rd, Mr. A. Chapman; 4th, A. M. Holland. President's Cup (Mr. C. Bond), C. Atkinson; 2nd, "Belfast" Cup (Messrs. Dixon, Greig, McKirdy, and Messrs. T. F. Stewart and J. Stewart).

Handicap Singles: 1st, (Mr. J. D. Thomson), T. Fergusson; 2nd, (Mr. T. Fergusson), W. Hedley. Mixed Doubles: 1st, (Mr. P. T. Farrell), Mrs. Hedley and T. Fergusson; 2nd, (Mr. J. W. Matthews), Mrs. Purshaw and C. E. Stewart. Gents' Doubles: ("Bookmakers' Association" Cup, Mr. J. S. Beach), Messrs. J. D. Thomson and C. E. Stewart; 2nd, (Mr. C. Atkinson), Messrs. T. F. Stewart and J. Stewart.

Non Prize Winners: (Club), W. E. Hale; 2nd, "Canning Town" Cup (Messrs. Bond, Hatt and Cuff), Capt. B. Branch. Rink Competition: (Mr. A. K. MacDougall), Messrs. Russell, Forster, A. Macfarlane and Stoneham; 2nd, (Club), Messrs. W. Macfarlane, Whibley, Sheriff and Hyde. Tennis. Championship: (Mr. C. Ewens), L. Jack; 2nd, (Mr. W. J. Kerr), T. Fergusson. Handicap Singles: 1st, (Mr. J. D. Thomson), T. Fergusson; 2nd, (Mr. T. Fergusson), W. Hedley. Mixed Doubles: 1st, (Mr. P. T. Farrell), Mrs. Hedley and T. Fergusson; 2nd, (Mr. J. W. Matthews), Mrs. Purshaw and C. E. Stewart. Gents' Doubles: ("Bookmakers' Association" Cup, Mr. J. S. Beach), Messrs. J. D. Thomson and C. E. Stewart; 2nd, (Mr. C. Atkinson), Messrs. T. F. Stewart and J. Stewart.

Handicap Doubles: 1st, "Tyndie" and "Dundee" prizes (Messrs. Henderson & Co.) (Messrs. Harvey & Co.), R. Lapsley and J. V. Ramsay; 2nd, (Messrs. J. Donniethorne and J. Hyde), W. Macfarlane and R. Duncan.

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EVENING PAPERS.

BETTER ADVERTISING MEDIUM.

EXPERT'S VIEWS.

Manila, March 17. A booster of the evening paper arrived to-day on the cruise steamer "Caledonia" in the person of Professor Willard G. Bleyer, head of the school of journalism of the University of Wisconsin.

The professor is accompanied by Mrs. Bleyer. "The evening paper is gradually supplanting the morning paper for the simple reason that the evening paper is a better advertising medium," Professor Bleyer said.

In America, he said, the tendency is to publish more evening papers and less morning papers. Asked why he thinks the evening paper is a better advertising medium than the paper published in the morning, Professor Bleyer said:

"The reason is obvious. The housewife, who admittedly does most of the buying, has time to read the evening paper. After the dishes have been washed and the children are put to bed, she sits down to read. The ads get her that way."

"The evening paper is not read in a hurry. It generally has to compete with the theatres, the automobile and the game of keeping the family at home. Consequently it contains more of the light stuff that is not found in the morning paper."

CINEMA NOTES.

"YOU NEVER KNOW WOMEN" TO-DAY.

Something new in the way of motion picture production is promised in "You Never Know Women," which is to be shown at the World Theatre from to-day to Saturday. The story, which is an original one by Ernest Vajda, the Hungarian playwright, deals with the life behind the scenes of a vaudeville company. The magician is in love with the leading lady, but he finds himself supplanted by a wealthy idler. The plan he adopts to show the girl where her affection really lies provides a dramatic climax. The settings of "You Never Know Women" are bizarre and the atmosphere is skilfully suggested. Florence Vidor, Lowell Sherman and Clive Brook head an excellent cast. A number of famous vaudeville players also appear and the remarkable "turns" they perform before the camera give the picture a special interest.

"HOLD THAT LION."

Some clever and unusual comedy situations are to be seen in Douglas MacLean's latest picture, "Hold That Lion," which comes to the Star Theatre to-day, where it will be shown until Saturday. The story deals with the erratic love affair of a young man who follows the girl of his heart around the world and finally overtakes her in the African wilds. Here he joins a "cat" hunt only to discover too late that "cat" is the big game hunter's term for "lion." His experiences in the jungle are more than a little varied and are the means of providing many laughs and thrills. Constance Howard is the heroine, and Walter Hiers, George Pearce and Cyril Chadwick contribute in no small measure to the fun. The scenes in Africa are quite realistic, and the wild beasts are very cleverly introduced.

Slipper), J. O. McLaggan; 3rd, (Mr. D. Gow), J. V. Ramsay. Vice-President's Cup: (Mr. B. Wylie), R. Duncan; 2nd, (Mr. W. A. Russell), J. Hyde; 3rd, (Mr. D. Gow), W. Russell. Handicap Singles: 1st, (Mr. D. Muir), J. A. Lindsay; 2nd, (Capt. B. Branch), C. Atkinson. Handicap Doubles: 1st, "Tyndie" and "Dundee" prizes (Messrs. Henderson & Co.) (Messrs. Harvey & Co.), R. Lapsley and J. V. Ramsay; 2nd, (Messrs. J. Donniethorne and J. Hyde), W. Macfarlane and R. Duncan.

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AH YAU—(Peak Tram Station).

KOWLOON WHARF.

HUNG CHEONG—(Kowloon).

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LOCAL AND GENERAL SOCIAL AND PERSONAL.

Mr. G. Savage, of the Singapore General Post Office, and Mrs. Savage have returned to Singapore from leave.

The Rev. F. Bacmeur, of the Mission Catholique arrived at Hong Kong yesterday by the s.s. "Hydrangea" from Swatow.

Messrs. Lammet Bros. hold an auction of household furniture at No. 12, Chatham Road, Kowloon, at 2.30 p.m. to-morrow.

Mr. M. Manuk, secretary of the Dairy Farm, Ice & Cold Storage Co., Ltd., left Hong Kong early yesterday on the "President Grant" for Shanghai.

Two Chinese cases of small-pox from the Kowloon registration district were reported to the Medical Officer of Health on Wednesday. There was no other case of notifiable disease.

The forthcoming marriage is announced of the Rev. H. A. Wittenbach, St. Stephen's College, and Miss Hannah Gertrude Blanchet, Church Missionary Society Home, Canton.

European passengers arrived at Hong Kong yesterday by the m.v. "Glenagarry" from London included Mrs. Day, Mr. and Mrs. Campbell, Mrs. and Miss Schlee and Mr. Fjorvane.

Mr. H. E. Lanpart will speak on "The Coming Race" at the weekly public lecture of the Hong Kong Lodge, the Theosophical Society, to be held at No. 7, Duddell-street, today at 6 p.m.

Mr. Yong Tsu-kie, a well known Singapore merchant, left Hong Kong on Tuesday on the "President Lincoln". After a stay at Manila, he will sail on the "President Adams" for Singapore.

Chinese Nationalist Soldiers raided a house in Singkiang-road, Chapel (outside the Settlement), last week and arrested a Chinese who is accused of being a Communist. He is being detained at military headquarters.

Mr. L. Lalchand, the manager of Messrs. Hemandas & Co., silk merchants, sailed from Hong Kong on Tuesday on the "President Lincoln" for Manila. He has been on business to Japan and stayed for a few days in Hong Kong.

The proceeds of the concert and fairy play given by the children of the Garrison School in aid of the Ministering Children's League on March 1 and 2 amounted to \$221.48, which sum is being handed over to the Treasurer of the Military Branch.

Mr. G. J. McCarthy, assistant general passenger agent for the Dollar and American Mail Lines, whose office is at Shanghai, sailed from Hong Kong for Manila on Tuesday on the "President Lincoln" on which he arrived here on Monday. Mr. McCarthy is on a tour of inspection.

His Honour Sir Henry Gollan, the Chief Justice of Hong Kong, is expected back by the P. & O. "Karnala" to-morrow. He has been sitting on the Full Court of Appeal at Shanghai, following the holding of the Full Court in Hong Kong, at which Sir Peter Grain of Shanghai was present.

A farewell dinner to the Hon. Mr. D. G. M. Bernard (of Messrs. Jardine, Matheson and Co., Ltd.) was given in the Chinese Merchants' Club last night. There were many Chinese and European merchants present to wish Mr. Bernard bon voyage. Mr. Bernard is leaving the Colony in a fortnight's time by the Blue Funnel liner "Aeneas".

It has been decided definitely at a Cabinet meeting, says an Athens message, to purchase two sections of land held at present by the French company at the Port of Salonika for \$20,000. It was decided further to complete the equipment of the port and to enlarge the Franco-Greek zones by purchasing, if necessary, the present French concession.

Engineer Commander B. J. Littledale, D.S.C., R.N., who has been stationed at H.M.S.'s Naval Dockyard, Hong Kong, is going up to the Yangtze to serve on the staff of Rear-Admiral H. J. Tweedie, British Senior Naval Officer on the Yangtze River, whose flag is on H.M.S. "Bee". Engineer Commander Hall will take over the duties in Hong Kong.

If the new moon is seen this evening, the Eid-ul-Fitr, commonly called the Festival of the Breaking of the Fast, will take place to-morrow and prayers will commence at 9.15 a.m. sharp at the Mosque. The occasion, of course, is the celebration by Muslims of the conclusion of the month of Ramadan fasting. If the new moon is not seen to-morrow, the breaking of the fast will take place on Saturday morning.

A concert is to be given in the Helena May Institute at 5.30 p.m. to-day.

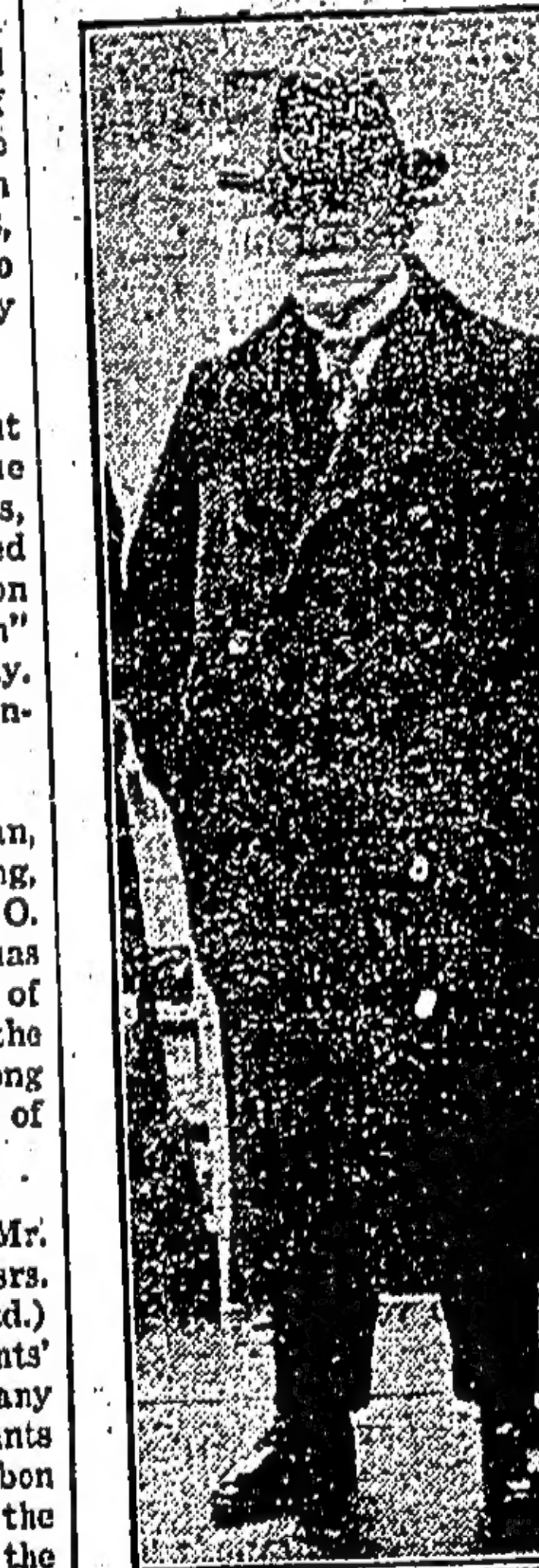
The Bible study circle at the Helena May Institute to-morrow begins at 10.30 a.m.

A farewell dance will be given by the Chief and Petty Officers of H.M.S. "Ambrose" in the Royal Engineers' Theatre, Wellington-barracks, at 8.30 to-morrow night.



All's Wright with the world, since the Collier Trophy for 1927 was awarded by the National Aeronautics Association to Charles L. Lawrence, for his design of the famous Wright air-cooled whirling motor, which was used by the great trans-ocean flyers, Lindbergh, Chamberlin, Byrd, Maitland, Hogenberger, Brock, Schlee, Smith and Bronto. Lawrence, a modest man, was once asked why he had not received credit for the great flights and he returned, "Who ever heard the name of Paul Revere's horse?"

H.M. the King has assented to a new headdress for the Scots Guards on ceremonial occasions, officially described as "a black ostrich feather bonnet, with diced border of regimental pattern and five tails on the right side. On the left there is the regimental badge supporting a hackle in the King's own colours of red and blue. The chin-strap is of black leather." At all other times the Glengarry cap, the present head-dress, will continue to be worn.



Lloyd George, one of England's most celebrated statesmen, snipped as he was leaving England on a trip to Rio de Janeiro.

In order to simplify tax collection and to reduce expenses incurred in the process in Chekiang, the Nationalist Provincial Government is considering reorganization of the system whereby all taxes in the province will be grouped under two main classes, namely, land tax, and commercial tax. All taxes on land products and title-deeds will be classified as land tax, and those on wine, tobacco, kerosene, silk, etc., as commercial tax, according to the Kuo Min.

On Tuesday evening a fire which was attended by three fatalities broke out at Lokmachau village in the New Territories. It was an isolated village and by the time the firemen arrived a wooden hut in which the fire occurred had been burned to cinders. Four people who were sleeping in the hut all received severe burns, and were removed to the Kwong Wah Hospital in critical conditions. Later the same evening one man and two elderly women died in the hospital. The other victims, a 19-year-old girl is expected to recover.

Reminder: meeting of the Victoria Diocesan Association in St. John's Cathedral Hall at 5.30 p.m. to-morrow.

The Khalsa Diwan reception to Mr. K. S. Chowdhury takes place at the Hotel Savoy at 5.15 p.m. to-morrow.

Mr. N. J. Porrin, manager in Hong Kong of Messrs. Thos. Cook & Son, Ltd., sailed for Manila on Tuesday on the "President Lincoln".

There will be a children's afternoon at the Helena May Institute on Friday 30th March at 5 p.m. (Children's songs, Games and stories.)

Representatives of the League of Nations have arrived in Lisbon to inquire into the question of the loan which Portugal is desirous of issuing under League auspices.

The forthcoming marriage is announced of Mr. H. S. Martin, assistant accountant, No. 573 Nathan-road, Kowloon, to Miss Z. Lukovetsky, No. 333 Nathan-road, Kowloon.

Mr. Gunnar K. son Kjellberg, the Swedish Consul in Canton, and Mrs. Kjellberg, sailed from Hong Kong yesterday on the "President Grant." They are going to Europe via America.

Word has been received from Mrs. Clapp, who was formerly secretary of the American Players, that her husband Dr. Roger Irving Clapp has opened offices at San Diego, California.

On the basis of figures up to now available it is calculated that the total income and company tax for 1927 at the rate of 3 1/2 d. in the pound will exceed the estimates by \$100,000,000.—Reuter.

Within 48 hours of receipt of the report of the loss, the Shanghai French police recovered a wallet containing money belonging to a Chinese who had left it in a ricksha. When the coolie was found he still had \$50 on him.

Mr. P. T. Barrett of Messrs. McNeill & Co., Calcutta, was on the "President Lincoln" which sailed from Hong Kong on Tuesday for Manila. He will return on the same ship and go to San Francisco, en route to England on long leave.

It is reported in Paris that two representatives of the Roumanian Liberal party have been visiting Prince Carol lately. The report is not confirmed, but if true it would be interesting in view of the fact that hitherto Prince Carol has only received representatives of the Opposition.

At 3.20 p.m., yesterday an alarm was received at Police Headquarters from a Chinese ginseong shop at 58, Bonham-strand East. Believing it to be a case of robbery, a strong posse of police immediately proceeded to the scene only to discover on arrival that the alarm was a false one.

Miss E. Langley Spence, organising representative of the National Union of Teachers of England and Wales, was in Montreal arranging for a three-week teachers' tour through Canada during the coming summer. She expects to head a party of 100 men and women teachers.

Two Chinese charged with being in possession of a knife and an electric torch, which could be used for an unlawful purpose, were yesterday charged before Mr. W. Schofield at the Kowloon Magistracy and sentenced to six weeks' hard labour each. The men were arrested loitering in Reclamation-street, Kowloon, at 2.45 a.m., on Tuesday last.

Mr. W. Schofield had two Indians before him at the Kowloon Magistracy yesterday charged with allowing their goats to trespass in a Government plantation of the Tai-po-road, and graze on the hillside. Fines of \$15 and \$30 respectively were imposed. The second man had more goats than the other, hence the heavier fine.

Sandagar Singh, the Indian watchman formerly employed by the Standard Oil Company at Laichikok, made his last appearance before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon when he was committed for trial at the next criminal sessions for the alleged murder of a fellow watchman named Jitte Singh, by hacking him with a chopper whilst asleep, nearly severing the head from the body.

After a stay of several days at "Sancha", the residence of H.E. the Governor of Macao, and Madame Tamagnini Barbosa, Lady Clementi and her son, accompanied by Captain A. J. L. Whyte, returned to Government House, Hong Kong, yesterday afternoon, crossing over by the s.s. "Sui An". Lady Clementi received many calls from Macao residents and she visited Gula Hill, Penha and the Photographic and Art Exhibition.

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A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS
SEND IT HOME!

The special article on the suggested loop line to connect the Canton-Hankow and the Canton-Kowloon Railways has attracted considerable comment. The information given will be very useful for the future. The article is reproduced in full in this week's "Overland China Mail."

Several annual meetings of local public companies have been held. Full reports will be found in the "Overland." Other than direct interest in the concerns, business men generally will find it profitable to send copies of the "Overland" away if only to show the recovery made by Hong Kong since 1925.

The event of the week has been Marshal Li Chai-sum's departure for Shanghai and Nanking. Hong Kong and Canton were disappointed. The effect of Marshal Li's visit on Sino-British relations is told in the "Overland."

All the week's local news, the cables and despatches on the China situation, comment and explanations by experts, will be found in the "Overland." China is again in the public eye abroad, owing to the reduction of the Powers' demands on last year's incident at Nanking. Keep for reference the reports about the latest developments. They will be helpful very soon.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

Mail via Suez closes at 10.30 a.m. on Saturday.
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"THE OVERLAND CHINA MAIL"

Sport Columns

HOME FOOTBALL.

FOUR MATCHES PLAYED IN MID-WEEK.

RESULTS AND TABLES.

London, Yesterday.
Principal league football matches played to-day (home team mentioned first) resulted as follows:—

Division I.
Middlesbrough 0, Aston Villa 0.
Division III. (South).
Swindon 3, Bournemouth 2.
Division III. (North).
Crewe 0, Lincoln 0.
Scottish League (Div. I).
Cowdenbeath 3, Motherwell 4.
—Reuter.

The league tables now stand as follows:—

| Division I. | P. | W. | D. | L. | F. | A. | Pts. |
|---------------|----|----|----|----|----|----|------|
| Huddersfield | 32 | 18 | 6 | 8 | 76 | 59 | 42 |
| Everton | 32 | 14 | 10 | 8 | 70 | 63 | 38 |
| Cardiff | 32 | 15 | 8 | 9 | 68 | 63 | 38 |
| Leicester | 32 | 15 | 7 | 10 | 72 | 60 | 37 |
| Bolton | 32 | 14 | 8 | 11 | 66 | 52 | 36 |
| Blackburn | 32 | 13 | 9 | 11 | 50 | 57 | 35 |
| Newcastle | 32 | 12 | 10 | 10 | 66 | 62 | 34 |
| Burnley | 32 | 14 | 5 | 13 | 63 | 75 | 33 |
| Sunderland | 32 | 12 | 8 | 12 | 68 | 70 | 32 |
| Arsenal | 32 | 12 | 8 | 12 | 63 | 59 | 32 |
| West Ham | 32 | 12 | 8 | 12 | 65 | 69 | 32 |
| Tottenham | 32 | 13 | 6 | 13 | 67 | 67 | 32 |
| Bury | 32 | 15 | 2 | 15 | 60 | 68 | 32 |
| Liverpool | 32 | 11 | 9 | 12 | 73 | 67 | 31 |
| Aston Villa | 32 | 12 | 7 | 13 | 62 | 62 | 31 |
| Middlesbrough | 32 | 10 | 11 | 11 | 65 | 71 | 31 |
| Birmingham | 32 | 9 | 13 | 11 | 65 | 63 | 31 |
| Portsmouth | 32 | 12 | 7 | 13 | 54 | 73 | 31 |
| Derby | 32 | 11 | 8 | 13 | 69 | 68 | 30 |
| Manchester U. | 32 | 11 | 7 | 14 | 49 | 55 | 29 |
| Sheffield | 32 | 12 | 4 | 16 | 50 | 68 | 29 |
| Wednesday | 32 | 6 | 10 | 16 | 56 | 67 | 22 |

| Division II. | P. | W. | D. | L. | F. | A. | Pts. |
|---------------|----|----|----|----|----|----|------|
| Chelsea | 32 | 20 | 6 | 6 | 63 | 31 | 47 |
| Manchester C. | 32 | 19 | 6 | 7 | 78 | 45 | 44 |
| Preston N.E. | 32 | 18 | 8 | 7 | 74 | 45 | 44 |
| Leeds | 32 | 19 | 6 | 8 | 81 | 51 | 44 |
| Stoke | 32 | 16 | 7 | 10 | 69 | 49 | 39 |
| Oldham | 32 | 16 | 6 | 10 | 60 | 37 | 38 |
| West Brom. | 32 | 14 | 9 | 10 | 77 | 57 | 37 |
| Notts. Forest | 32 | 14 | 6 | 12 | 68 | 61 | 34 |
| Port Vale | 32 | 13 | 8 | 11 | 61 | 56 | 34 |
| Swansea | 32 | 13 | 8 | 11 | 61 | 56 | 34 |
| Bristol City | 32 | 13 | 7 | 12 | 66 | 67 | 33 |
| Grimsey | 32 | 11 | 10 | 11 | 65 | 62 | 32 |
| Hull | 32 | 11 | 11 | 11 | 35 | 41 | 29 |
| Reading | 32 | 10 | 9 | 13 | 46 | 60 | 29 |
| Barnsley | 32 | 10 | 8 | 14 | 44 | 70 | 28 |
| Clunton O. | 32 | 10 | 7 | 15 | 46 | 67 | 27 |
| Notts. Cpts. | 32 | 9 | 10 | 13 | 53 | 66 | 27 |
| Fulham | 32 | 10 | 5 | 17 | 61 | 73 | 25 |
| Wolves | 32 | 9 | 7 | 16 | 53 | 79 | 25 |
| Southampton | 32 | 9 | 7 | 16 | 50 | 61 | 25 |
| Blackpool | 32 | 9 | 7 | 16 | 53 | 65 | 25 |
| St. Helens | 32 | 9 | 7 | 16 | 53 | 65 | 25 |

| Division III. (South). | P. | W. | D. | L. | F. | A. | Pts. |
|------------------------|----|----|----|----|----|----|------|
| Millwall | 32 | 21 | 5 | 6 | 58 | 45 | 47 |
| Norwich | 32 | 18 | 6 | 8 | 60 | 42 | 42 |
| Plymouth | 32 | 17 | 5 | 10 | 60 | 45 | 38 |
| Swindon | 32 | 16 | 7 | 9 | 59 | 50 | 37 |
| Exeter | 32 | 14 | 9 | 9 | 63 | 42 | 37 |
| Brighton | 32 | 14 | 9 | 9 | 64 | 55 | 37 |
| Queen's P.R. | 32 | 15 | 6 | 11 | 54 | 41 | 36 |
| Newport | 32 | 14 | 7 | 11 | 64 | 54 | 35 |
| Crystal Pal. | 32 | 13 | 9 | 10 | 50 | 50 | 35 |
| Southend | 32 | 14 | 4 | 14 | 55 | 54 | 32 |
| Brentford | 32 | 13 | 5 | 15 | 58 | 61 | 31 |
| Gillingham | 32 | 11 | 8 | 13 | 48 | 51 | 30 |
| Charlton | 32 | 10 | 10 | 12 | 42 | 64 | 30 |
| Bournemouth | 32 | 11 | 7 | 14 | 59 | 63 | 29 |
| Norwich | 32 | 11 | 8 | 14 | 55 | 69 | 29 |
| Watford | 32 | 11 | 6 | 15 | 51 | 62 | 28 |
| Bristol R. | 32 | 11 | 5 | 16 | 56 | 71 | 28 |
| Merthyr | 32 | 10 | 9 | 13 | 46 | 73 | 28 |
| Coventry | 32 | 9 | 9 | 14 | 53 | 71 | 24 |
| Walsall | 32 | 9 | 8 | 15 | 54 | 80 | 24 |
| Luton | 32 | 9 | 5 | 18 | 58 | 74 | 23 |
| Torquay | 32 | 6 | 10 | 16 | 41 | 81 | 22 |

| Division III. (North). | P. | W. | D. | L. | F. | A. | Pts. |
|------------------------|----|----|----|----|----|----|------|
| Bradford | 32 | 21 | 9 | 2 | 86 | 32 | 53 |
| Doncaster | 32 | 19 | 5 | 8 | 68 | 34 | 43 |
| Stockport | 32 | 17 | 8 | 7 | 62 | 39 | 40 |
| Tranmere | 32 | 16 | 7 | 9 | 76 | 60 | 39 |
| Lincoln | 32 | 17 | 5 | 10 | 68 | 59 | 39 |
| Darlington | 32 | 17 | 4 | 11 | 70 | 64 | 38 |
| Bradford C. | 32 | 14 | 10 | 8 | 72 | 61 | 38 |
| Southport | 32 | 17 | 4 | 11 | 62 | 58 | 38 |
| Accrington | 32 | 14 | 8 | 11 | 63 | 54 | 36 |
| Wrexham | 32 | 15 | 6 | 11 | 50 | 61 | 36 |
| Halifax | 32 | 11 | 10 | 11 | 62 | 63 | 33 |
| Rochdale | 32 | 11 | 8 | 13 | 61 | 61 | 31 |
| New Brighton | 32 | 11 | 8 | 13 | 51 | 45 | 30 |
| Rotherham | 32 | 11 | 8 | 13 | 55 | 54 | 30 |
| Hartlepool | 32 | 12 | 5 | 15 | 58 | 70 | 29 |
| Chesham | 32 | 10 | 8 | 14 | 57 | 66 | 28 |
| Crewe | 32 | 9 | 8 | 15 | 62 | 71 | 28 |
| Ashington | 32 | 7 | 16 | 9 | 55 | 87 | 23 |
| Nelson | 32 | 9 | 10 | 13 | 59 | 97 | 22 |
| Wigan | 32 | 7 | 10 | 15 | 41 | 77 | 21 |
| Durham | 32 | 8 | 5 | 20 | 41 | 80 | 21 |
| Barrow | 32 | 7 | 13 | 13 | 39 | 91 | 21 |

| Division III. (North). | P. | W. | D. | L. | F. | A. | Pts. |
|------------------------|----|----|----|----|----|-----|------|
| Motherwell | 32 | 21 | 9 | 2 | 86 | 32 | 53 |
| Rangers | 32 | 20 | 6 | 6 | 88 | 32 | 46 |
| Celtic | 32 | 19 | 8 | 5 | 77 | 28 | 46 |
| Heart of Midlothian | 32 | 19 | 8 | 5 | 86 | 44 | 46 |
| St. Mirren | 32 | 17 | 10 | 5 | 68 | 64 | 40 |
| Aberdeen | 32 | 16 | 12 | 4 | 61 | 54 | 37 |
| Falkirk | 32 | 16 | 4 | 12 | 72 | 58 | 37 |
| Partick | 32 | 15 | 6 | 11 | 71 | 65 | 36 |
| Kilmarnock | 32 | 13 | 9 | 11 | 58 | 68 | 35 |
| St. Johnstone | 32 | 13 | 8 | 12 | 63 | 67 | 34 |
| Cowdenbeath | 32 | 13 | 7 | 12 | 57 | 69 | 33 |
| Dundee | 32 | 13 | 5 | 14 | 59 | 73 | 31 |
| Thurston | 32 | 11 | 7 | 14 | 59 | 64 | 29 |
| Airdrieonians | 32 | 10 | 13 | 9 | 48 | 61 | 28 |
| Clyde | 32 | 10 | 7 | 15 | 42 | 69 | 27 |
| Queen's Park | 32 | 10 | 6 | 16 | 70 | 71 | 26 |
| Hamilton | 32 | 10 | 4 | 18 | 59 | 75 | 24 |
| Bo'ness | 32 | 9 | 8 | 15 | 46 | 78 | 23 |
| Rath | 32 | 8 | 6 | 18 | 45 | 80 | 21 |
| Dunfermline | 32 | 3 | 3 | 26 | 36 | 106 | 9 |

TRIANGULAR RUGGER.

The following will represent the Hong Kong Football Club (Rugby Section) against the Royal Navy, in the first round of the local annual triangular tournament, on Saturday—R. J. Grieve; A. E. Pritchard; V. H. Koop; G. F. H. Biehard; C. P. Lammett; F. M. Spence; C. D. Wales; T. L. Foster; W. Beveridge; R. F. Akehurst; R. P. Moodie; E. R. West; B. W. Sampson; P. L. P. Thomas; A. R. Cox.

[The place and time of kick-off will be notified later.]

London, March 10:—The ladies' football championships concluded to-day, Miss B. M. Butler securing the title.

LEAGUE SOCCER.

KOWLOON DEFEAT CLUB DE RECREIO.

KERNICK'S "HAT TRICK."

Owing to the Recreio's ground at King's Park being unfit, Capt. Austin (the referee) decided, with the captains' consent, to play one of yesterday's senior league soccer fixtures on the Kowloon F.C. ground. Teams:—

Kowloon:—Angus; Wheeler, Dodson; Hedley, Sims, McKelvie; Reed, Kernick, Northey, Muir, Vickers.

Recreio:—Fernandez; Souza, Xavier; H. Remedios, A. Remedios, Carvalho; Brown, Rocha, Ogley, Gossino, Assumpcao.

Recreio kicked off and were soon attacking but Wheeler, with a fine clearance, sent the home forwards away. Erratic shooting nullified fine movements upfield and the clever combination of the Kowloon vanguard kept the Recreio in their own half.

From a fine centre by Vickers on the left, Kernick registered Kowloon's first goal. Soon after, Muir cleverly dribbled through and, passing to Kernick, the latter beat Fernandez with a fast shot.

The "Recreio" goalie was time and again called upon to save from the enterprising Kowloon forwards, which he did in fine style. The half-time whistle blew with Kowloon leading by 2 goals to nil.

On resumption of play Kowloon pressed strongly, and forcing a corner, Kernick shot wide. Remedios kept Northey under control, but Muir and Vickers were left open, so that Fernandez did well to keep the score down. In the "Recreio's" defence, Souza and Xavier were hard, checking Kowloon's rushes on many occasions.

In a break-away, by the Recreio, Ogley was fouled by McKelvie in the penalty area, and Remedios scored from the "spot" kick.

Play became even for a while, with Kowloon the superior team. In a combined move upfield, Kowloon forced a corner. Vickers took the kick, and placed well for Kernick to bang in Kowloon's third goal. Being two goals down, Recreio attacked again and Angus saved well from a hard shot by Ogley. Kowloon took up the attack, and the final whistle blew, with Kowloon deserved winners in a one-sided match.

The 2nd Scots Guards v. 1st Queen's fixture was postponed as the former were holding their athletic sports meeting.

South China failed to turn out a team against this season's champions, the Chinese Athletic.

LAWN TENNIS.

AN EX-CHAMPION'S EASY VICTORY.

YESTERDAY'S RESULTS.

Ng Sze-kwong, a former champion, had an easy victory yesterday in the open singles championship of the Hong Kong Cricket Club annual lawn tennis tournament.

Four doubles matches were played, all being decided in straight sets.

Yesterday's Results.
Open Singles: Ng Sze-kwong beat T. Akiyama 6-2, 6-0, 6-0.
Open Doubles: Lee Wai-wei and Lee Woon-wei beat Luk Ding-cheung and Luk Kan-cheung 7-5, 6-2, 6-4; T. Fujieda and Y. Hachiuma beat Dr. J. R. Craig and Surgt. Lt. Com. Hurst 6-0, 6-4, 6-2; E. de Sousa and A. V. Remedios beat Dr. I. Newton and Dr. D. J. Valentine 6-1, 8-6, 6-4; S. A. Hussain and S. S. Hussain beat V. M. Tregear and J. B. Kenly 6-0, 11-9, 6-2.

Handicap Singles: "B": C. H. Bradley (owe 1/6) beat H. C. Macnamara (rec. 15) 6-2, 6-0; J. Wilkie (rec. 5/6) beat H. Graves (rec. 3/6) 6-4, 7-5.
Mixed Doubles: Mrs. W. Woodward and C. W. E. Bishop (rec. 0/6) beat Miss Coppin and A. G. Coppin (rec. 15/4) 6-4, 6-3; Mr. and Mrs. G. R. Sayer (rec. 3/6) beat Mr. and Mrs. R. K. Valentine (rec. 2/6) 6-3, 7-5.

Open Doubles: T. Honda and E. Akiyama v. W. A. Novers and E. D. Lawrence.

Handicap Singles "A": S. E. Bishop (owe 15/3) v. C. W. E. Bishop (rec. 15/1); W. M. Lyons (rec. 5/6) v. D. S. Green (rec. 15/1).

Handicap Doubles: Dr. G. E. Aubrey and G. W. Sewell (owe 3/6) v. Dr. C. H. Burton and G. Rankin (rec. 15/1); R. M. Henderson and A. Brearley (owe 15) v. C. H. Bradley and Major C. Willson (rec. 15).

SPRING DOUBLE.

GRAND NATIONAL AND THE LINCOLNSHIRE.

LATEST PRICES QUOTED.

Latest prices quoted at the Victoria Club call-over on the two major spring events on the Home turf are given below.

Orbidos is a strong favourite for the Lincolnshire Handicap. Easter Hero and Trump Card are joint favourites in the Grand National Steeplechase with several others in close attendance.

All the prices quoted for the National are taken and offered. Owing to the cable report not being very clear, it is understood that others remain in the betting at prices ranging from 40's to 100's. Details follow:—

Lincolnshire Handicap.

(run on March 23).

| |
|----------------------|
| 6-1 Orbidos. |
| 8-1 The Mohawk. |
| 10-1 Crumbick. |
| 11-1 Fancy Free. |
| 12-1 Priory Park. |
| 16-1 Dark Warrior. |
| 16-1 Fohanna. |
| 16-1 Rob. |
| 18-1 Adieu. |
| 20-1 Caustic. |
| 20-1 Jenico. |
| 20-1 Jugo. |
| 20-1 Vanoc. |
| 25-1 B. Bridge. |
| 25-1 B. Chance III. |
| 25-1 C. Cross. |
| 25-1 Dunin. |
| 25-1 Lavengro. |
| 25-1 L. Knight. |
| 25-1 Orbita. |
| 25-1 Phillammon. |
| 25-1 Rhyolite. |
| 25-1 Mascot. |
| 25-1 Stannathro. |
| 25-1 Lya. |
| 30-1 Charmant. |
| 30-1 Battleshaft. |
| 32-1 Gifted. |
| 33-1 Martonia. |
| 33-1 Priny. |
| 33-1 Romany. |
| 33-1 War Mist. |
| 33-1 Wellwish. |
| 40-1 Invermark. |
| 40-1 Royal Amb. |
| 50-1 Tenaity. |
| 50-1 Rum and Coffee. |
| 60-1 Voice Box. |
| 60-1 Happy Ben. |
| 60-1 Illustration. |
| 100-1 John's Son. |
| 100-1 Ken Hill. |

Total.... 847

K. C. C.

| |
|-------------------|
| Robinson..... 184 |
| Lyal..... 45 |
| Green..... 138 |
| Purves..... 98 |
| Fraser..... 150 |
| Murray..... 135 |

Total.... 700

FANLING GOLF.

I. Newton (8) and R. H. Hollis (10) tied with scores of all square and therefore divide the prize in the Royal Hong Kong Golf Club's bogey pool, for which twenty-two cards were taken out at Fanling during the week-end.

Next best returns were those of A. E. Lissaman (8) 2 holes down, T. S. Whyte-Smith (9) 2 down, R. E. Greensmith (12) 3 down.

London, March 10:—In the annual national cross-country race at Leamington to-day there were entries from 37 clubs. J. E. Webster, of Birchfield Harriers, who finished first in 1926, again coming in first, followed by H. W. Payne (Great Eastern Railway) and Worral. Birchfield Harriers also won the team championship, displacing Hallamshire Harriers, who won last year.

Grand National.

(run on March 30).

| |
|---------------------|
| 10-1 Easter Hero. |
| 10-1 Trump Card. |
| 11-1 Master Billie. |
| 12-1 Koko. |
| 14-1 Bright's Boy. |
| 16-1 Grackle. |
| 100-6 Sprig. |
| 18-1 Bovril III. |
| 20-1 Coyote. |
| 20-1 Billie Barton. |
| 25-1 Hawker. |
| 25-1 Ruddy Glow. |
| 33-1 Carax. |
| 33-1 Shaun Or. |
| 50-1 Foxtro. |
| 60-1 Len Bridge. |
| 100-1 Snapper. |
| 200-1 Day Dawn. |
| 200-1 Scraploft. |

BILLIARDS.

ANOTHER EXHIBITION GAME TO-NIGHT.

INTERPORT SERIES.

In connection with the Portuguese interport billiards between Shanghai and Hong Kong at the Club Lusitano, A. J. Osmund (the Hong Kong champion) and E. D. Bush (a former Shanghai "open" finalist) are to play another exhibition game of 750 up, commencing at 9 p.m. to-night. The first match between these two earlier this week was won by Osmund. To-night, Bush's own set of special ballz will be used.

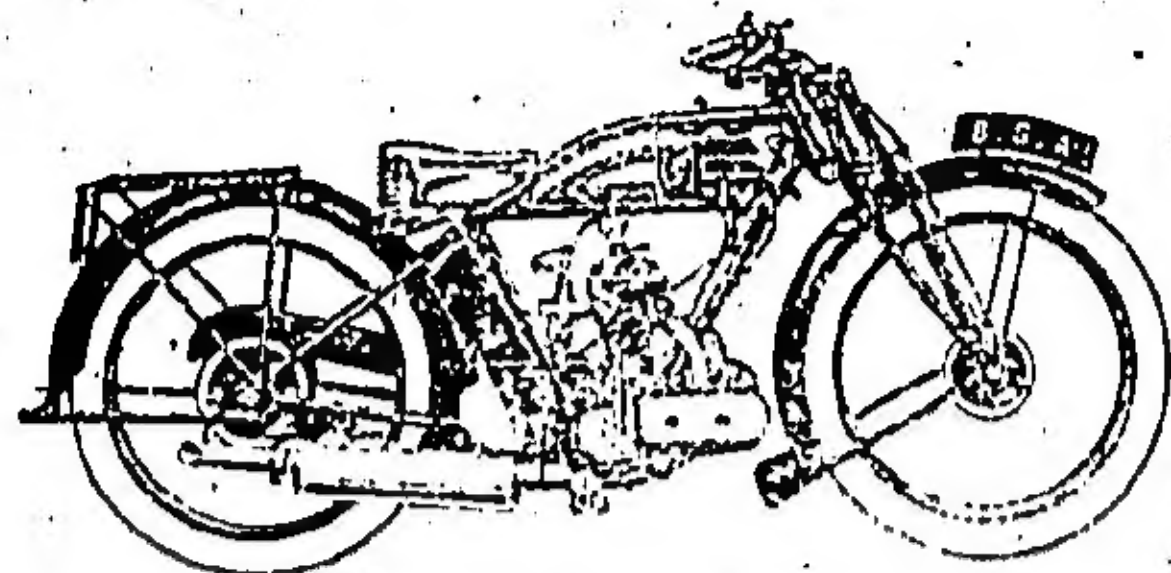
Hong Kong Leading.

Hong Kong holds a commanding lead in the interport series. Two matches were played last night and the local representatives were successful in both. Hong Kong now lead by 710 points and there are two more matches of 500 up.

R. F. Luz (Hong Kong) defeated A. A. Souza (Shanghai) by 500 to 284. The winner put up the highest break so far, of 59, and also the highest average, of 10.00 per visit

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WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
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A PREDICTION.

ONE THAT CAME VERY TRUE.

WELL-FOUNDED ENTHUSIASM.

Motor car manufacturers, all striving to get ahead of rivals with new improvements and better value—all bidding for the utmost public attention and patronage to keep their huge factories busy—are often inclined to be over-enthusiastic about the achievements embodied in their new models.

One American manufacturer, however, bringing out a radically new type of light car 21 months ago made several startling predictions about it which have since been entirely fulfilled.

Mr. John N. Willys, Chairman of the Export Committee of the American Automobile Chamber of Commerce and president of the Willys-Overland Company, predicted nearly two years ago when he introduced the Overland Whippet that this type of car, incorporating many of the features formerly found only in cars of higher price classes, would force other light-car manufacturers to follow suit with four-wheel brakes, silent timing chain, lower centre of gravity, force-feed lubrication, etc.

Widespread Influence.

A visitor to the New York Automobile Show in January could easily see the widespread influence that the Overland Whippet has had upon the 1928 design of nearly all the important light car models manufactured in the U. S. A.

Four-wheel brakes were abundantly evident on all the 1928 light cars at the New York Show and a general tendency to follow Whippet engineering features was apparent. But the Whippet still leads the field in most of the ultra-modern features named above.

The design of the Whippet has in fact proved so satisfactory and so far advanced that, without any basic changes it was still the main attraction in the light car field at the New York Show. Its sensational reduction in price, bringing it into competition with Ford, also had much to do with the great amount of attention centred upon it.

Mr. Willys made the following interesting statement concerning this remarkable light-type car which still remains the most completely modern, of its class after two years on the market.

"Recent developments in the light car field seem to establish the original Whippet type of construction on a definite and permanent basis. There is no reason to anticipate any future change in the basic principles introduced by this car some twenty-one months ago.

Distinctive.

"From the first, the Whippet showed distinctive feature of performance which marked it as having introduced a new element of motoring to the buyers of light cars. Notable among these were high speed which could be maintained steadily without strain on the car itself and without discomfort to the driver or occupants of the car, an unusual flexibility which soon made the Whippet conspicuous in traffic and on crowded highways, riding qualities which brought a new comfort to occupants of the car on long runs, and a power ability on hills which was surprising in the light-car field.

"Since these facts of Whippet performance have become generally known through the extensive use of this car all over the country, high speed has become a much discussed feature of light car performance.

"Flexibility has been equally well covered in statements regarding light car performance. Four wheel brakes, introduced amongst light cars, by the Whippet as standard equipment, are now looked upon as necessary and essential to light car equipment.

"The entire trend in light car design and construction point to Whippet leadership in the introduction of different principles in light car construction than have obtained in the past.

"In the Whippet the general policy of the organisation has been to build for quality rather than for mass production prices. There has been no attempt to crowd the market. The car has been allowed to find its own place and it is pleasing to note that it is accorded its first and greatest reception among motor car owners who have been accustomed to the

BIG SALES.

STUDEBAKER RECORDS FOR A MONTH.

RETAIL DELIVERIES.

South Bend, Ind.—Factory sales of Studebaker and Erskine cars to distributors and dealers in export markets for January, 1928, exceeded every January in Studebaker history—and were 101 per cent. greater than January, 1927.

Retail deliveries by Studebaker dealers in the United States and Canada, during January also were the largest in Studebaker history. In the U.S., deliveries to purchasers for the month were 58 per cent. greater than for January, 1927, according to a statement issued by A. R. Erskine, president of the Studebaker Corporation.

The figures are based on retail deliveries to customers as reported by Studebaker dealers throughout the country every ten days. The increases indicate a steady upward trend in Studebaker business.

According to Studebaker, the sales increases are due to the introduction of the New President Eight and the new Erskine Six; and to spectacular feats of performance scored by The Commander and Director models toward the close of 1927. As a result of more than 50 official records won by the products of this concern, Studebaker now holds all the highest endurance and speed records for fully equipped stock cars, regardless of power or price.

MATCHES AND MOTORS.

Matches and motor cars may have nothing in common to the layman, but to H. S. Welch, Manager of Export Sales of The Studebaker Corporation of America, they mean something in so far as automobile shipments to Ecuador are concerned.

In this South American Republic, the government has just granted a Swedish match concern the sole right to sell matches in that country.

Under this contract, matches mean anything that produces fire and therefore electric cigarette lighters, which are standard equipment on all of The President Eight and Commander Regal models in the Studebaker line, come under the government ban.

Ecuadorian consuls all over the world have been instructed to refuse to certify invoices for automobiles on which cigarette lighters are standard equipment, while masters of ships calling at ports in this country must place all foreign matches under seal.

best that modern engineering can put into a car.

A Welcome Place.

"It has been looked upon as qualified to run alongside the highest priced cars as an adjunct to big car service, with its use being devoted to city driving and to general service where larger cars are not necessary nor convenient.

"Its reception by this large group of buyers has won it a welcome place among owners of one car only who have looked for a betterment of the service they have been getting.

"Certain Whippet principles have not yet been equalled by cars in its class. Among these is the development of double the rated horsepower of the motor under ordinary driving conditions, the obtaining of low centre of gravity by keeping the body weight well down and by the achievement of a low total overall height of the car, the use of a vacuum feed fuel system, which as yet is not standard among all light cars and the employment of such features as full bronze backed babbitt bearings, extra large crank shaft dimensions, long connecting rods, etc., in the engine.

"The engineering principle of reducing side thrust against the cylinder walls through the use of long connecting rods is an important consideration in a car which will be called upon to run for long periods at high speeds.

"In general, motor car buyers are becoming more familiar with the importance of such features as these and they may be looked upon as likely to play an important part of future buying.

"It is evident, from the steadily increasing interest in the Whippet as a mechanical product rather than just as a motor car, that the world at large is awake to the importance of the things which it introduced."

WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM

Buick

speaks for Buick Quality and Buick's price spells Value

Smart, low-swung bodies by Fisher

—Buick's famous valve-in-head six-

cylinder engine, vibrationless beyond

belief—and Buick's Lovejoy hydrau-

lic shock absorbers—endow Buick with the rich quality-

appeal of the most expensive cars.

And Buick volume—almost double that of any other

builder of fine automobiles—enables Buick to offer you

Buick quality at surprisingly low prices.

Don't buy any car hastily. See them all—then see Buick.

Let the comparison determine your choice.

\$81,610

Delivered.

SEDANS \$81,610 to \$82,600.

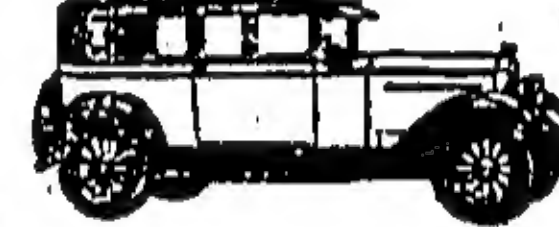
COUPES \$81,610 to \$82,350.

SPORT MODELS \$81,525 to \$82,070.

Delivered.



Series 115 four-passenger Sport Roadster. Smart, low-swung, youthful—a Buick, through and through. \$81,525 Delivered.



Series 115 five-passenger two-door Sedan—an ideal car for general family use. \$81,615 Delivered.



Series 115 two-passenger Coupe. A typical Buick Value—especially popular for business. \$81,610 Delivered.

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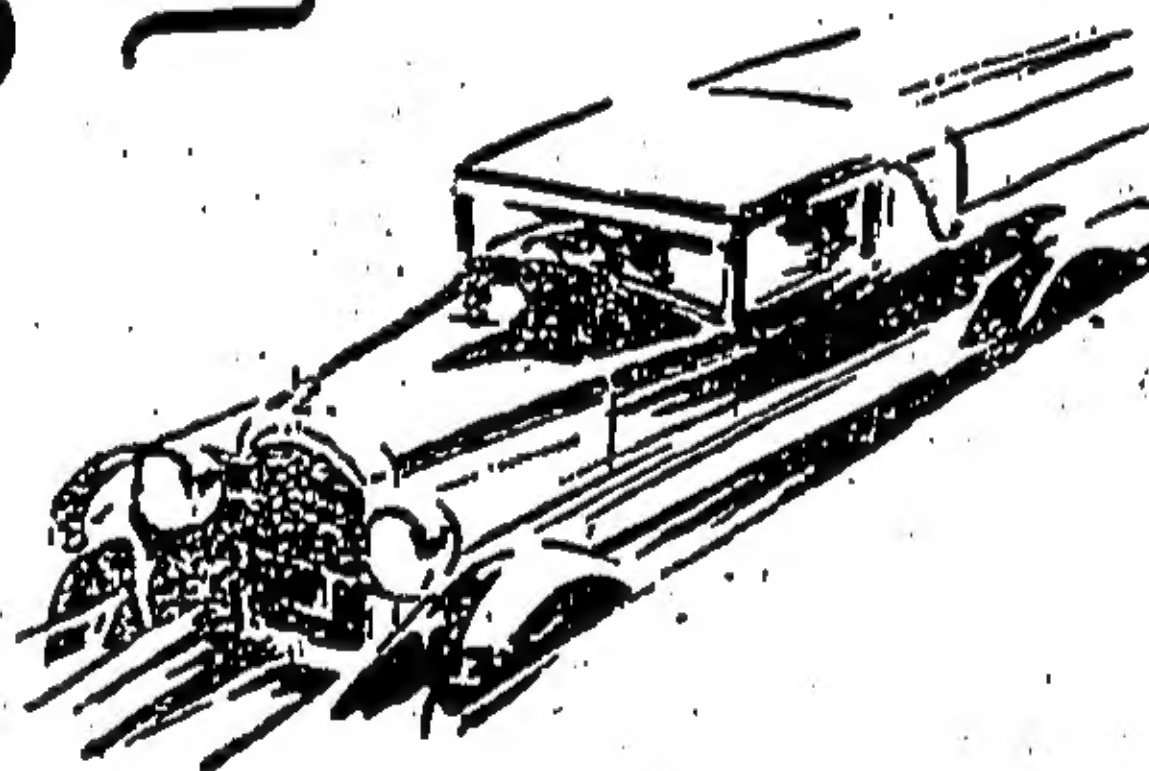
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33 WONG NEI CHUNG ROAD - HAPPY VALLEY.

Get what you're entitled to —

Chrysler "62" Features of Performance, Quality and Long Life—

1. Six-Cylinder Engine, 54 Horsepower.
2. 7-bearing Crankshaft, with interchangeable shimless bearings.
3. 62 and more exceptional Mileage per Hour.
4. Typical Chrysler Acceleration.
5. Impulse Neutralizer.
6. Webbed Crankcase Construction.
7. Ventilated Crankcase.
8. Invar Steel Strut Flanges.
9. Special Engine Manifolding.
10. Exclusive Type of Cylinder Head and Combustion Chamber.
11. Silchrome Valves.
12. Oil Filter.
13. Air Cleaner.
14. Thermostatic Heat Control.
15. Manifold Heat Control.
16. Cellular Type Radiator.
17. Full Pressure Oiling System.
18. Rubber Engine Mountings.
19. 18-inch Bare Road Wheels.
20. Balanced Front Wheels.
21. Pivotal Steering.
22. 4-wheel Hydraulic Brakes.
23. High Carbon Steel Springs.
24. Specially-designed Rear Axle for Balloon Tyres.
25. Levelers on Front and Rear Springs.
26. Indirectly Lighted Instrument Panel.
27. Pedal Time-proof Numbering System.
28. Electric Fuel Gauge.
29. Headlamp Control on Steering Wheel.
30. Narrow Corner Pillars.
31. Adjustable Steering Wheel.
32. Caster Visor.
33. Saddle Spring Seat Cushions.
34. Fine Figured Mohair Upholstery.
35. Rigid Type Mortar on Floor.
36. Adjustable Front Seat in "Recliner".
37. Low Centre of Gravity.
38. Double Beaded Body Construction.
39. Chrysler Smartness of Line.
40. Attractive Colour Combinations in Great Variety.



GREAT New Chrysler "62"

more in performance, beauty, comfort, safety and long life than cars of other makes costing much more.

Through Standardised Quality Chrysler engineering offers you in the "62" a combination of fine-car features which previously cost far more even in a Chrysler and which are still not available in any other make at anywhere near the price.

See the Great New Chrysler "62." Ride in it. Test it in any way you choose. You will then readily understand the reason for its most sensational public preference.

CHRYSLER "62"

Sole Agents:

A. LUNG & CO.

SHOW ROOM:
19, Queen's Rd., C.
Tel. C.1219.

SERVICE STATION:

Percival St.
Wai-chai.

SMALLEST DETAIL.**HOW CHRYSLER TESTS ALL PARTS.****"TOOTS" AND SUNBURNS.**

Just outside the famous laboratories of Chrysler's engineering department in Detroit is a small, sound-proof building. In it shrieking, shrill automobile horns keep up their continuous "tooting" day and night. As they wear out they are replaced by others, but not until the performance of each has been mechanically registered for reference.

They are samples of horns supplied by accessory manufacturers. Under the inflexible rule which applies to every part of a Chrysler car, whether that part is produced in the company's plants or elsewhere, even horns must undergo a relentless test to assure their reliability and fitness to contribute to Chrysler owner-satisfaction.

This particular test has been conducted nearly four years. One of its results has been 1,900 per cent. improved efficiency of Chrysler horns.

How Number Increased.
"When we first started to test them," says J. E. Fields, Vice-President in charge of Chrysler sales, "the best we could buy would not give more than 5,000 blasts without being lubricated or adjusted. By working in our laboratories, and in co-operation with engineers of horns producers, we raised the number of blasts the first year to 25,000. Our present standard is 100,000 blasts without attention of any kind. We are aiming to produce a horn with a capacity for 200,000 blasts and expect to attain that point before long."

The horn test is quoted by Mr. Fields as illustrating the unceasing effort constantly devoted throughout the Chrysler plants to attain perfection in every part of its cars.

Chrysler Service Expense Low.
The low service expense of Chrysler cars is a subject of common remark among dealers, who say it is less than on any other car they have ever handled regardless of price. These reports, says J. W. Frazer, Chrysler sales manager, afford practical proof that the materials and workmanship put into Chryslers, under the company's policy of standardised quality, result in longer life and greater durability.

Chrysler's Success Phenomenal.
In its four years of production, Chrysler has achieved one of the greatest successes ever recorded in motor car annals. Chrysler sales for 1927 were more than six times larger than during 1924—its first year. Gains have been made annually at a rate so rapid that the Chrysler Corporation, which ranked twenty-seventh in its first appearance at national shows, achieved third place last year.

Buyers Demand Quality.
"An obvious change has been developing among motor car buyers in the last two or three years," says J. W. Frazer, Chrysler sales manager. "Buyers are seeking quality more than ever before. Greater quality per dollar is the unmistakable trend of the times. The strong sales increase registered by Chrysler each year is due in large measure to this tendency of the buying public. It was anticipated in the standardised quality principle, which underlies the entire manufacturing system of the Chrysler factories."

Chrysler's Many Plants.
Although only four years in production, the Chrysler's manufacturing facilities are among the most extensive of any company in the industry. They now number 12 units in the United States and Canada, devoted to production, sales and service of Chrysler cars, including large plants in Detroit, Dayton, Ohio, New Castle, Ind., and Windsor and Walkerville, Ontario. Extensive facilities for assembling and service are also located at several central points in Europe.

Springs Cradled in Rubber.
Springs of all Chrysler six cylinder cars are now mounted in rubber, instead of the metal shackles in general use for spring suspension. This results in increased riding comfort because of the elimination of road shocks and jars.

Farmers Buy Chryslers Heavily.
One of the marked features of Chrysler's 1927 business was the large increase of sales in country districts made by all four of its new models. More than half the thousands of new dealers applying for Chrysler franchises were located in towns of 10,000 and less, according to J. W. Frazer, Chrysler sales manager. He regards the rural market as especially important because of the heavy proportion of its automobile registrations and the shrewdness and carefulness of its buyers.

Camshafts Carefully Tested.
Chrysler's insistence of accuracy in manufacture is aptly illustrated in the manufacture of

its camshafts. Each cam on every camshaft is very accurately checked by a specially constructed machine, Chrysler being the pioneer in this ingenious method of checking.

New Record in Exports.
The sale of Chrysler cars in foreign countries also set a new record in 1927. According to E. C. Morse, director of exports, Chrysler's 1927 foreign sales amounted to 15 per cent. of the company's entire business for the year, a percentage higher than ever before reached. Its exports are approximately 70 per cent. ahead of the 1926 total and 160 per cent. ahead of 1925.

Wide Heat Range in Cylinders.
Tests by Chrysler engineers have proved that the temperature in an automobile cylinder changes from approximately 400 degrees to well over 3,000 degrees during every power stroke of the piston.

Invar Piston.
The aluminium alloy pistons for all Chrysler six cylinder cars now have Invar steel struts. They combine the advantages of light weight alloy and cast iron, and have none of the restrictive disadvantages of either. Their use illustrates the heights to which Chrysler engineering has risen and the insistence on quality, regardless of cost, which features Chrysler manufacturing.

Sunburn by Machinery.
Among the many scientific devices used in Chrysler's rigorous tests of materials for its cars is an ultra-violet ray machine. Its function is to determine the resisting quality of paints and fabrics to fading. So thoroughly does it reproduce the effect of the sun's rays that Chrysler engineers can acquire a Palm Beach coat of tan without cost by a short exposure to its action.

The Ideal Car.
A reporter once asked Walter P. Chrysler for his conception of the ideal motor car. "A car with the power of a super-dreadnought and the speed of a fleet scout cruiser," was the answer of the man who built four famous Chrysler automobiles to realise his ideal in every one of the four major motor car markets.

Five Rings Per Piston.
One of Chrysler's outstanding contributions to automobile progress during 1927 was the development of "Tungtite" piston rings, used in sets of four, with a fifth ring for oil control, on each Invar strut piston, instead of the conventional equipment of two or three compression rings. Advantages of the new combination have been numerous. They have so enhanced performance and passenger enjoyment that this improvement has been hailed as one of the most important recent steps toward perfection of internal combustion engines.

"Who's Who" in Motordom.
The list of Chrysler owners literally represents a cross-section of "Who's Who in America," says J. W. Frazer, Chrysler sales manager. "Leaders in the country's social, professional, industrial, business and sports realms, together with a long list of Army and Navy officers and famous figures in the nation's political life, are among Chrysler owners."

First on the Water Too.
Chrysler engines are proving themselves as powerful and reliable on water as on land. The Chrysler Imperial marine motor, introduced in the spring of 1927 and now standard equipment on such foremost motor boats as the Chris-Craft Cadet and the Dodge Watercat, not only set a new record for sales in its first year but was a consistent winner in practically every racing event it entered, according to J. W. Frazer, Chrysler sales manager.

Redhead Roadsters Popular.
The vogue of the roadster, inaugurated by the smart car of this type Chrysler brought out in its first year, is the Red Head engine as standard equipment on all roadsters of Chrysler's four models. The company's sales analyses show a remarkable increase in their demand for this type car since Young America discovered the fascination of the new performance standards of high compression, with which the Red Head led the way.

Modern Requirements.
Modern traffic congestion imposes new requirements on motor car builders, according to J. W. Frazer, Chrysler sales manager. "To meet to-day's needs a car must accelerate quickly, respond to the slightest touch on the steering wheel, be speedy, have quick-acting brakes and be easily parkable," he points out. "Chrysler cars are built to these requirements and at the lowest prices of any cars in their respective price groups."

MORE AUTOS THAN PHONES.

Statistics compiled by the Chrysler statistical division show that there are more motor cars than telephones in use to-day. The automotive industry now surpasses the steel business, the clothing and the telephone industry in size. It has become the world's most important commercial activity except providing food, clothing and shelter for humanity.

PACKARD CARE.**ATTAINING LUBRICATION PERFECTION.****NEW INVENTION.**

Weather conditions give the automobile manufacturer his hardest job. At exactly the same moment that the owner of a car is piloting his machine through snow drifts in Medicine Hat, with the thermometer 40 degrees below zero, the car just ahead of it on the assembly line at the factory might conceivably be wending its slow way through Broadway's traffic. At the same time a third companion may be rushing at top speed across the Mohave desert in California, with the thermometer showing 120 degrees and trying to climb higher.

Each of the three cars, all built exactly alike, is expected to perform equally as well as the others, last just as long and need no more service adjustments, despite the vast difference in climatic conditions affecting all three. Cold weather has always taken a toll, in wear, from the motor car, however. At one moment an automobile engine, after standing for hours in sub-zero temperature, may be almost as cold as metal can get. At the next instant, with no preparation for the abrupt change, it is a thing of many rotating and other moving parts and housing violent white hot explosions.

For All Weathers.
Practically no lubrication has been offered the engine at these periods, although they are intervals when it is most vitally essential. Choking necessary to start the motor when cold, sprays raw gasoline into the cylinders, wiping away even the film of oil, congealed oil left on the cylinder walls from previous running and some little time intervenes before the oil in the crankcase warms sufficiently to reach the cylinders.

The Packard Motor Car Company, it is asserted, has found means of obtaining the proper lubrication for the engine in the coldest weather which at the same time has only a beneficial effect in the hottest weather. On the current models of both the Packard Six and the Packard Eight a valve in the oil line is opened when the choke lever is pulled out. Oil is carried through a tube along the outside of the motor block and openings into each cylinder from this tube or manifold cause a spray of oil to be thrown into each piston.

With this system, an exclusive feature with the Packard, the pistons do not have to wait for the oil in the motor to heat up enough to reach them. They get adequate lubrication during a period when normally they would have none.

All Parts Treated.
The automobile chassis lubricating system on Packard cars takes care of the parts of the car which ordinarily suffer from want of lubrication through neglect in winter weather. Even in the bright sunshine of California or Florida greasing a car is a job too frequently neglected, either through a distaste for dirt and grime attending the work, or an unwillingness on the part of the owner to part with his car for a period long enough to have the work done at a garage.

In winter weather, just when spring bolts and like parts need lubrication the most, crawling under a car and greasing the chassis points is work even the most hardy will put off.

No matter where, Medicine Hat or San Diego, fresh oil is sent to every part of the Packard chassis in exactly the amount needed, merely by a slight pull on a knob located at the dash. The task is no harder nor more unpleasant than the winding of a watch. Packard has even extended the automatic lubricating system to include the clutch throw out bearing, a part that has been accorded the treatment of an orphan, so far as lubrication is concerned, since motor cars were first built.

CHRYSLER SERVICE EXPENSE LOW.

The low service expense of Chrysler cars is a subject of common remark among dealers, who say it is less than on any other car they have ever handled, regardless of price. These reports, says J. W. Frazer, Chrysler sales manager, afford practical proof that the materials and workmanship put into Chryslers, under the company's policy of Standardised Quality, result in longer life and greater durability.

FRENCH 1927 OUTPUT.

Automobile production in France for the calendar year 1927 is estimated to be 190,000 units, according to preliminary figures furnished by the automotive division of the Department of Commerce. American manufacturers will sell during the present year in France a total of 1,500 passenger cars and trucks, it is estimated.

HOME OF BUICK.**GROWS INTO A BIG CITY.****FACTORY TRIPS.**

Flint, Michigan, home of the Buick, presents one of America's most striking instances of development in response to the world demand for motor cars. A village of only a few thousand persons when the Buick Motor Co. first started operations there in 1904, Flint has grown several hundred per cent. until to-day it is the second city in Michigan and one of the wonder cities of the United States.

As the automobile industry developed, Flint gradually became the Mecca for hundreds of people interested in industrial subjects. Records kept by the Buick Motor Company which entertains scores of visitors every day, indicate that several thousand persons inspected that factory last year.

Buick maintains a regular schedule of factory trips, two of which are made each day. During the summer months, when automobile tourists are numerous, as many as a hundred frequently make the trip at a time.

Guides are provided to explain every operation, so that the visitor takes away a definite impression not only of the plants magnitude but of the marvellously systematized effort which is producing automobiles.

One of the most recent expansion steps at the Buick factory was the famous unified Buick assembly line, completed last year. Thousands have come to Flint just to see this line at work. Technical men connected with the industry have termed it the last word in efficiency, and adaptations of the Buick plan have been installed in many other factories.

The problem was particularly difficult of application because of the diversity of parts which go to make up a motor car. Buick engineers solved the many sided problem by working out a system of conveyors of every imaginable type and design, starting each at the plant which produced the part and ending right at the assembly line at the exact spot where that particular part was to join the chassis.

Bare chassis are started along the assembly line at one end, and part by part is added until, by gradual steps, the chassis takes on shape as a motor car. An arrangement of mezzanines makes it possible to lower such units as engines, transmission and bodies from above, conserving storage space on the main floor, and adding to the efficiency of the system. Wheels are delivered through a series of racks which remind one of the Chicago stockyard run-ways. Moving chains time the arrival of the wheels exactly as they are needed. Batteries likewise come via a conveyor specially adapted to carry them. Steering wheels, horns and various other units have their individual conveyor accommodation.

A feature of the unified line which has interested most visitors is the booth where the chassis is steam-cleaned so that it may be painted. This operation occurs just after the steering wheel is attached, and before addition of the wheels or the body.

Live steam is introduced into the booth under pressure, washing all grease and dust from the chassis, which passes into a second booth for the spraying of enamel. This quick drying material hardens before the chassis has travelled the few intervening feet between the paint spraying booth and the next operation.

It requires just 75 minutes to transform a bare frame into a finished Buick.

NEW LA SALLES.

Five new Fisher-built La Salle body types were announced to-day by the Cadillac Motor Car Company, together with price reductions on existing La Salle models. The reduction in the price range has been made possible by the production and successful marketing of more than 15,000 La Salles in the past nine months, resulting in increased economies and efficiency of which the benefit goes to the consumer. Commenting upon the Company's announcement, Lawrence P. Fisher, President of the Cadillac Motor Car Company, stated:

"As a result of public acceptance of Cadillac's companion car and of the record breaking sales of the new Cadillac introduced in September, we have started the biggest production programme in our history for 1928. In 1927 we produced 25 per cent more cars than in any previous year and our 1928 programme calls for an increase of more than 25 per cent. over 1927. The five new body models added to the La Salle line have been produced in response to demand and we anticipate a considerable volume from these new models."

New concrete roads to be laid in Cameron County, Texas, are to be coloured green.

AFTER WE SELL WE SAVE

BUY A

CHRYSLER

AND

SAVE DOCTOR'S BILL

FREE INSPECTION AND ADVICE.—During the first year of a vehicle's life we extend a vehicle's life we extend a periodical inspection service to all "CHRYSLER" owner; some of our leading mechanics will give advice regarding the driving and upkeep of the vehicles without any obligation whatever.

THIS IS A SYSTEM WE FIND HELPFUL TO AND APPRECIATED BY OUR CUSTOMERS.

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33 WONG NEI CHUNG ROAD - - HAPPY VALLEY.

FOR EVERY NEED.

CHRYSLER'S TYPE & PRICE
FOR ALL.

FORTY BODY STYLES.

Chrysler's 1928 line of cars includes the widest range of products from which to choose offered by any individual motor car manufacturer—a type and price to fit every motoring need.

Forty body types, including 15 custom-built creations for its "72" and 112 horse-power Imperial "80," are offered on four different chassis—covering the entire motor car market. Factory prices range from \$81,050 for the "52" roadster to \$87,795 for the luxurious Imperial "80" convertible sedan, with Dietrich custom body.

Throughout the entire range of body styles and types are revealed the results of the company's manufacturing principle of standardised quality. Similar appearance, mechanical, performance and equipment features are noted in each model beginning with the New "52," through the Great New "62" and the illustrious New "72," to the new 112 horse-power Imperial "80."

Through the working of this standardised quality principle every model contains the same advantages in performance, appearance, mechanical excellence and general, sturdy construction, as does every other. In other words, points out J. E. Fields, the Vice-President in charge of Sales, the "52" will give the same type of performance, within its scope, as will the "62," "72," or Imperial "80."

Remarkable Performance.

Body styles of each of the four lines of Chrysler cars were on display at the Automobile Show. They are the cars that have brought Chrysler, in successive sensational advances, toward the top of the automobile industry, from twenty-seventh to third place in four years.

"The name Chrysler to-day immediately brings to the public mind certain definite thoughts," points out Mr. Fields. "Perhaps the first is the remarkable performance that has been an outstanding characteristic of every car we have ever built. Chrysler nimbleness is universally recognised. A second thought is its pleasing appearance. Following these are reactions which include its long life and durability, tremendous pick-up, power and flexibility, ease of control and remarkable riding comfort."

"The tremendous pick-up, power and flexibility of earlier Chrysler is made even greater for 1928 by the 'Red Head' engine. This engine is standard for a number of our body styles and available, at slightly extra cost, for every other car we build. Not only does it increase general operating efficiency, but aids in faster speed, acceleration and greater hill climbing ability."

"The working of the company's standardised quality principle is also manifest in other improvements made during the last year. Since the 1927 Shows, rubber spring mountings and engine supports—first designed exclusively for the Imperial '80'—have been added to the '72' and '62.' Saddle spring cushions now are also found in every Chrysler. New type safety locks have been added, as well as a variety of mechanical and equipment refinements, which have assisted in bringing to Chrysler, since their adoption, the greatest demand for its cars in the company's history."

"America's Most Powerful Car."

Heading the Chrysler 1928 line is the new 112 horse-power Imperial "80," announced only a few weeks ago. It is America's most powerful motor car. Longer than its predecessor, its increased spring length combines with other new features to achieve a luxury of world's most distinguished fine motor cars.

In it are found all the features that have contributed so materially to Chrysler's outstanding success the last four years. Scores of improvements are evident in body and chassis. So well distributed are the innovations throughout the entire model that each of its body types becomes practically an individual custom-tailored creation, with new ideas and many options in both body trim and upholstery of broad-cloth, Bedford cord mohair and leather. This custom idea is carried through the entire model and extends to colourings, optional equipment and appointments, an effect of individuality further emphasised by the absence of manufacturer's insignia. Fifteen bodies by three of the world's foremost custom body builders are included in the line in addition to the Chrysler custom bodies.

New "72's" Many Refinements.

The illustrious New "72" has an entirely new and more powerful engine mounted in rubber at both front and rear; seven bearing crankshaft, now counterweighted as in the Imperial "80"; longer chassis, fitted with rubber spring mountings instead of metal spring shackles; five-ring aluminium-alloy pistons with Invar struts, said to

constitute one of the most important contributions that has been made in recent years to automobile engine progress; and roomier, more handsome bodies.

In appearance, this new "72" is even more attractive than the original Chrysler which was the sensation of the automobile world when it first appeared four years ago. Full advantage has been taken of the additional length to provide still more inside room which, with the many added interior appointments, offers a degree of automobile enjoyment rarely found in any, but the highest luxury-type automobile.

Features of Great New "62."

New features of the Great New Chrysler "62" include rubber spring mountings, a built-in crankcase ventilating system, large and heavier transmission, aluminium alloy pistons with Invar struts, rubber insulated engine supports, ball and trunnion type universal joints and the adoption of a worm and sector steering gear. The steering column on all "62" cars is adjustable to three positions, as in the "72" and Imperial "80." The front seat in its touring car is adjustable to six positions.

Traditional Chrysler beauty and charm of the external contour are enhanced in the car by the use of longer, more sweeping stream lines, as well as the longer bodies, drum type head lamps of latest styles, and small road wheels. The saddle spring cushions, with the hne upholstery—mohair in closed and leather in open cars—add materially to the comfort and artistry of the equipment.

New "52" Is Very Roomy.

As in its sister models, greater roominess and even more ample seating capacity are attained in the new "52" by the use of longer bodies. The additional space thus available has been utilised to the fullest extent to carry still further forward Walter P. Chrysler's original purpose to make this lowest priced car of his line the ideal automobile for the American family of moderate means.

Outstanding among the features which, in the manufacturer's opinion, give the New "52" its tremendous appeal in the low priced field are its speed of 52 miles and more per hour; its flashing acceleration; seating equipment of remarkable quality; a striking beauty of external contour enhanced by colour harmony in the latest styles; saddle spring cushion seats; and an unusual handling ease and economy of operation.

Among the many features which the New "52" presents as a result of its sharing in the Chrysler standardised quality principle is the new Chrysler Red Head high compression engine. It is standard on all "52" roadster and available for all other models at a small increase in price.

Covers Wide Buying Range.

In the four models is offered a wide range of buying choice covering about 40 body types, from the "52" roadster with rumble seat, which sells at \$81,050 to the luxurious New Imperial "80" convertible sedan, body by Dietrich, which is listed at \$87,795.

The complete line of cars now produced by the Chrysler Corporation is as follows:—

"52"—Coupe; roadster with rumble seat; two-door sedan; four-door sedan; touring; de luxe coupe; de luxe sedan.

"62"—Touring; business coupe; two-door sedan; roadster with rumble seat; coupe with rumble seat; four-door sedan; landau sedan.

"72"—Sport roadster with rumble seat; two-passenger coupe with rumble seat; four-passenger coupe; royal sedan; town sedan; crown sedan; convertible coupe with rumble seat; custom-built town cabriolet.

Imperial "80"—roadster with rumble seat; town sedan; five-passenger sedan; seven-passenger sedan; sedan-limousine and 15 other custom-built creations—by Le Baron Locke and Dietrich.

More Cars Than Phones.

Statistics compiled by the Chrysler statistical division show that there are more motor cars than the telephones in use to-day. The automobile industry now surpasses the steel business, the clothing and the telephone industry in size. It has become the world's most important commercial activity, except providing food, clothing and shelter for humanity.

AUTO BUYERS DEMAND QUALITY.

"An obvious change has been developing among motor car buyers in the last two or three years," says J. W. Frazer, Chrysler sales manager. "Buyers are seeking quality more than ever before. Greater quality per dollar is the unmistakable trend of the times. The strong sales increase registered by Chrysler each year is due in large part to this tendency of the buying public. It was anticipated in the Standardised Quality principle, which underlies the entire manufacturing system of the Chrysler factories."

THAT RED SPOT.

PACKARD IDEA TO STOP
SHIMMYING.

A PIECE OF RUBBER.

Many persons have observed a small red spot on the side of practically every balloon or semi-balloon tyre now used. Few understand the purpose it serves. Every motor car owner should know it, however.

"It looks like a careless painter had dropped a dab of red paint," the manager of the Dragon Motor Car Co. said. "There is nothing careless about it, however. It is a piece of red rubber vulcanized into the side of the casing and it is one of the important things on a car for an owner to watch. Many dollars were spent in research before it was placed there."

"Motor car companies found that with balloon or semi-balloon tyres, wheels had to be balanced to avoid shimmying. Packard puts adjusting lugs on the rims of all of its wheels so that each wheel can be as carefully balanced as that of a racing car. The extra weight of the valve stem of the tyre, it was discovered by the tyre companies, was enough to throw the tyres so far out of balance as to cause the shimmy effect. As tyres are produced this weight is compensated for by added weight at one point in the casing and the red dot or square shows the lightest side where the valve should be placed to bring the tyre in balance."

"Every time a tyre is changed a car owner should see that the valve stem is placed opposite the red spot, or not more than two inches away from it."

NATIONAL MOTOR SHOW.

Attention of the entire automotive industry in the United States centred on the twenty-eighth annual National Automobile Show opening here on January 7th, at 2 o'clock. The event this year opened with 274 exhibitors displaying their products at the Grand Central Place which was again the scene of the big show. Forty-three makes of passenger cars and eighteen makes of trucks were on exhibition. The balance of the exposition included 156 displays of accessories and fifty-six exhibitors of service and shop equipment. There was also a shop display. Aside from changes in body styles, which, of course, are plainly apparent, a number of other important changes have been made in design and construction of the cars displayed, some discernible under critical examination and others that are impossible to detect except through the added service that they insure.

REO OUTPUT.

The Reo Motor Car Company will close the calendar year 1927 with an output of approximately 46,000 cars and trucks, compared with 32,056 in 1926. Up to December 1st this year Reo has produced 28,765 passenger cars and 15,842 trucks, a total of 44,607 units. The December schedule calls for 1,700 cars and trucks. Production of 28,765 passenger cars during eleven months this year compares with 11,128 in the full year 1926, an increase of 158 per cent. The output of trucks, however, fell short of the 1926 total by 5,086 units.

PIONEER RADIATOR
ORNAMENT.

Chrysler wings, first of the ornamental radiator caps now generally used, are faithful reproductions from museum examples of the head dress worn by ancient Vikings. These hardy Norse adventurers fastened wings of wild birds on their helmets as symbols of endurance and speed. They made them equally as familiar sights on the Seven Seas as their modern duplication has become in all the world's continents with the steady growth of Chrysler sales.

CHRYSLER'S SUCCESS
PHENOMENAL.

In its four years of production, Chrysler has achieved one of the greatest successes ever recorded in motor car annals. Chrysler sales for 1927 were more than six times larger than during 1924—its first year. Gains have been made annually at a rate so rapid that the Chrysler Corporation, which ranked twenty-seventh in its first appearance at national shows, achieved third place this year.

HUNGARY STUDIES TAXES.

A reduction by one half in the luxury taxes on automobiles of 20 horse power or less, as well as a 50 per cent. reduction in tyres, is now being considered by the government of Hungary, according to information furnished the United States Department of Commerce by its representatives in that country. The cable states that the luxury tax on automobiles above 20 horse power will not be changed.

SAFETY FIRST.

A NEW ASSOCIATION
FORMED.

ORDER OF THE ROAD.

Recently an entirely new motoring organisation made its appearance, called the Order of the Road. It has been instituted, we are told, "for the purpose of encouraging skilful driving with the object of making the roads of the country safer for all users."

Its outward and visible sign is to be a badge to be displayed on the driver's car or commercial vehicle, but is only rented by the holder and remains the property of the Order recallable at will. With a somewhat voluminous literature before us, says the "Field," we are bound to say that the simplicity of the original object of the Order seems to be very comprehensively swathed in a series of self-denying ordinances which we cannot think will excite in the vast majority of motor drivers any violent desire to join it. Possibly that is why the road to enlistment is made so rugged and thorny. No driver can become a member unless he—there are no she's apparently—can produce evidence that will satisfy the executive committee that he has driven a motor vehicle on the roads for at least 10,000 miles during the three years prior to the date of application for membership—three-fourths of this mileage must have been covered on the roads of Great Britain and Ireland; that he has not been convicted for driving to the danger of the public during the same period, nor has been responsible for causing an accident on a public highway during that time. The annual subscription is 10/- for owners and 5/- for paid drivers. If unsuccessful in his application only 7/6 of the 10/- will be returned the balance being retained "to defray the expense incurred in making the necessary investigations" into the bona fides of the unsuitable applicant. Election apparently is not permanent, but is renewed yearly, and the applicant's driving licence must accompany his application. For some reason not very clear he must also state whether he suffers from any physical disability; his approximate yearly mileage for the previous three years; his insurance company; whether he has been refused insurance or been asked to bear the first quota of damage; whether he has been involved in any accident during the previous three years, and, if so, he has to give details, dates, and costs of settlements. Altogether an inquisition which reminds one somewhat of those popular documents sent out by the Income Tax Commissioners.

A Motoring Decalogue.

The self-denying ordinances to which all this is preliminary are thus set out:

I promise that my first object shall always be consideration for all drivers, cyclists, pedestrians and other road users, whenever I am arriving on any public highway.

In particular I agree: (1) To give clear signals, in the manner approved by the police authorities, to other traffic concerned when I desire to alter my direction on the road when I am about to slow down or stop; realising that the responsibility rests with me neither to give such signals nor to deviate from my course unless there is ample time for other road users to observe and act upon those signals.

(2) Never to overtake another vehicle unless I can do so without inconveniencing any other road user. (3) Never willingly to stop my vehicle in any position on a public highway where its presence would constitute a danger to other traffic.

(4) To give ample space for other traffic to pass and to keep to the left-hand side of the road, under all conditions that might lead to danger.

(5) To drive with caution at all road crossings and junctions.

(6) To realise that by using dipping, dimming or other effective anti-dazzle devices approaching vehicles are helped on their way. This courtesy is not advisable unless the road immediately in front is known to be clear. "Blacking out" is a fruitful source of accidents.

(7) To inform the Order of any accidents in which I am involved during the year of membership where: (a) Damage is done to any third party or property. (b) Damage is done to any vehicle in my care amounting to over £10. (c) Any conviction for driving to danger of the public is made against me.

(8) To make certain so far as lies within my power that the badge will not be exhibited on my vehicle when I am not driving and will not be used by any unauthorised person.

NEVER SUCH VALUE BEFORE IN HONGKONG

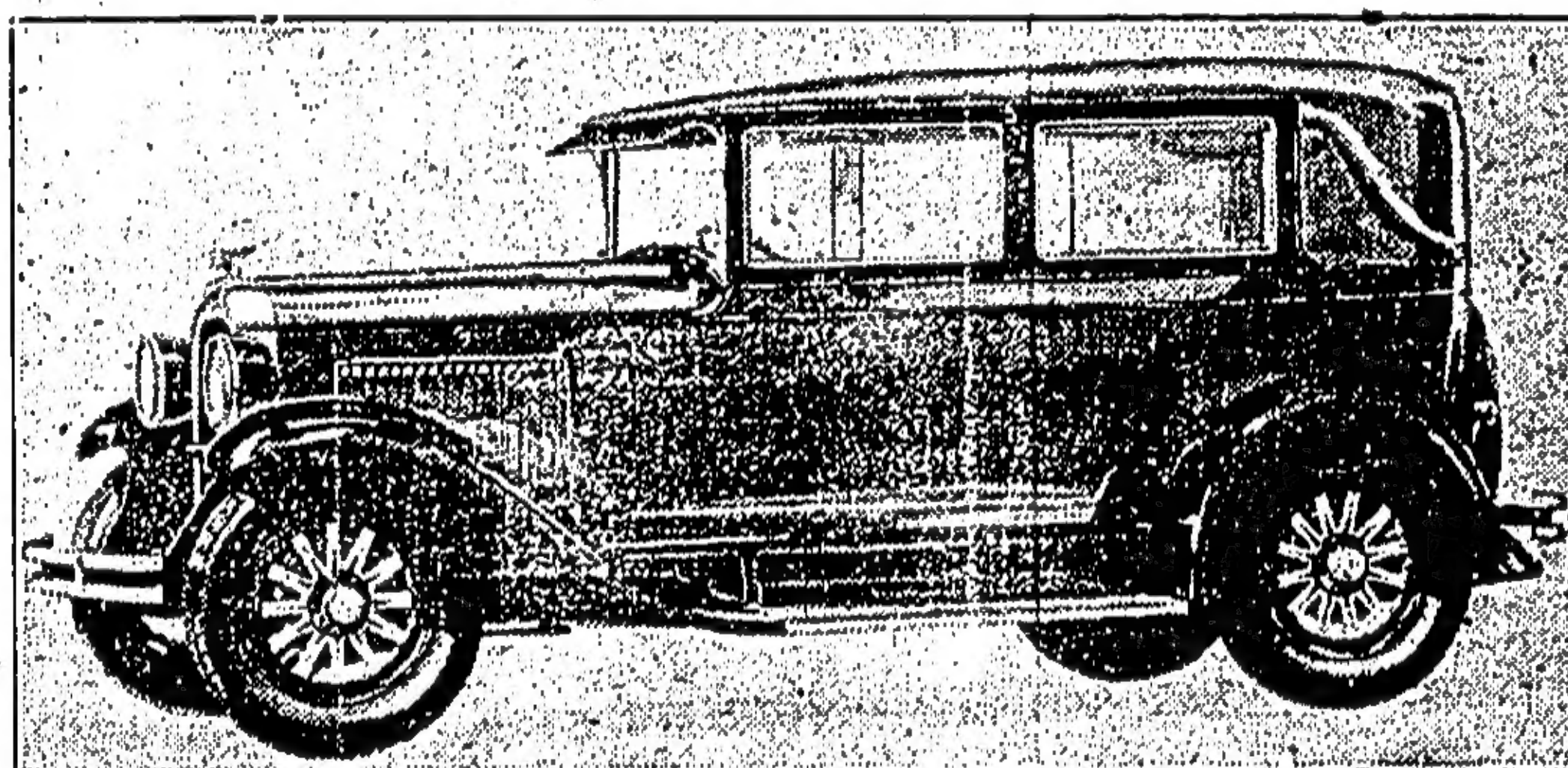
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KOWLOON.1928 MODEL
PONTIAC 4 door Sedan
\$2,500.00Completely Equipped
CASH OR TERMS.

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Percival St.
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(9) To return the badge immediately my membership of the Order terminates.

(10) To abide by the decision of the executive committee regarding my application for membership of the Order.

It only remains to say that the executive committee consists of the Earl of Cottenham (Chairman), Sir Arthur Stanley, Lieut.-Col. J. T. C. Moore-Brabazon, M.P., Professor A. M. Low and Mr. K. Lee Guinness, Mr. A. Percy Bradley is the Hon. Secretary and Major Frank H. Bale Hon. Treasurer, the offices being at Maxwell House, Arundel-street, London, W.C.2.

Some Philosophic Doubts: This is the second organisation to be formed recently with the object of inducing motorists to ensure the safety of the road by the exercise of self-restraint and consideration for others in driving, and while we have every sympathy with their aims, and desire to see them succeed, we have to confess that we are by no

means sanguine that they will. The Order of the Road adopts the bold policy of inviting motorists of experience to pay for the privilege of publicly announcing their determination to act as patterns for less experienced drivers. Those who know how difficult it is to induce motorists to pay for membership in organisations which not only do not impose any restraints but extend very tangible and practical motoring advantages in return for modest annual subscriptions, probably will be with us in our scepticism. Possibly we are wrong, but even the desire to find that we are does not permit us to shrug the issue. There are over a million licensed drivers and out of that multitude no doubt there will be found a few thousands who, being able to claim the good qualities and good fortune which appear to be essential to qualify for membership, will join up and pay for the distinction of carrying a badge whose chief attraction plainly is to confess that we are by no

taining it. But will that fact have any bearing on the safety of the road? We must assume that those who are now qualified for the O.R. already do all the order enjoins, so that the only general change probable will be an attempt on the part of some new drivers, born of the desire to possess its badge, also to qualify for its possession. That will be all to the good, but will it have any beneficial result?

MODERN REQUIREMENTS.

Modern traffic congestion imposes new requirements on motor car builders, according to J. W. Frazer, Chrysler Sales Manager. "To meet to-day's needs a car must accelerate quickly, respond to the slightest touch on the steering wheel, be speedy, have quick-acting brakes and be easily parkable," he points out. "Chrysler cars are built to these requirements and at the lowest prices of any cars in their respective price groups."

Bargains in Rain Coats!

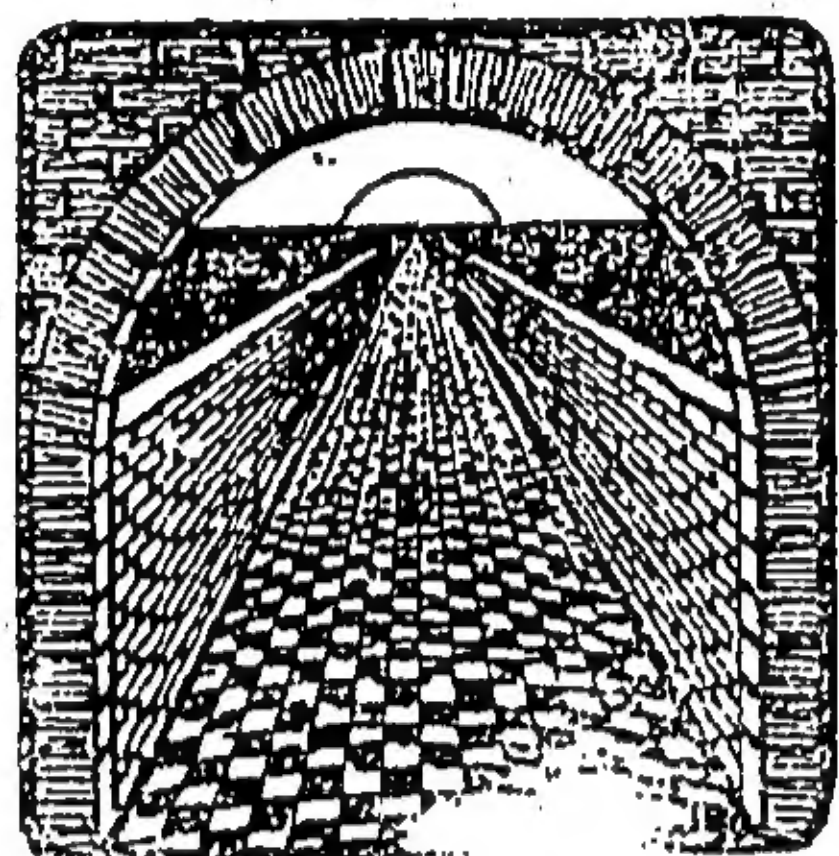
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For Ladies . . . \$9.00 up
For Children . . . \$5.75 up

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per ton.
Delivered to
Bowen Road
and Lower
Levels, \$22.00
per ton.
Delivered to
Kowloon,
\$20.00
per ton.



Orders should
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hours before the
Coal is required.
All orders must
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by Cash, Cheque,
or Comproadors
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KULING ESTATE.

COMPULSORILY OCCUPIED
BY CHINESE.

DAMAGE BY STORMS.

The following statement has
been issued by the Kuling Coun-
cil:—

It will be readily understood
that it has been quite impossible
to prepare the Council's usual an-
nual report and financial state-
ment for the past year. The eua-
cuation of Kuling early in 1927,
followed shortly by the exodus of
many foreigners from inland
places, the gathering of so many
for a time in Shanghai, and then
the gradual dispersal of many
thus evacuated to the home lands,
are facts all too well known to
need recapitulating here. When
it became necessary for all Ameri-
can and British people to leave
Kuling, Mr. Lippert was taken
into the temporary employ of the
Council, and for several months
rendered very efficient help in the
estate, superintending the Chi-
nese staff, who, for the most part,
continued to render loyal service.
During the early spring, several
members of the Council were
living in Shanghai, and, keeping
in touch through the post with
what was taking place on Kuling,
held Council meetings as long as
it was possible to obtain a
quorum.

Early in April, a special land-
renters' meeting was called in
Shanghai by the Council, to re-
port on efforts which were being
made to secure the safety of all
public property on Kuling, such as
the hospital, library, etc., by
forming a Limited Company to
hold this property for the land-
renters. Considerable work was
put into this scheme, but before
it could be completed, great
changes in the political situation
rendered all such proposals abor-
tive, and the matter was perforce
dropped. From May until the mid-
dle of July, although there were
not sufficient members of the
Council in Shanghai to hold Coun-
cil meetings, and both Mr. Savage,
the estate secretary, and Mr. Reid,
the outdoor superintendent, had
resigned, Kuling matters were
still attended to by the one or
two members remaining in Shang-
hai, assisted by Mr. Ying, the
head Chinese clerk, who had been
compelled to flee from Kuling,
and, having come to Shanghai,
was kept there by the Council to
help out.

Nationalists in Possession.

In the middle of July, repre-
sentatives of the Nationalist Gov-
ernment in Hankow, came to

LESS FOOD, MORE EXERCISE.

Useful Notes About Indigestion.

In these days of motor buses,
trams and motor-cars most people
walk too little and eat too much.
The result is indigestion, thin
blood and defective circulation.
Commonly felt symptoms are chest
and stomach pains, aches in the
small of the back, cold hands and
feet, and a general feeling of las-
situde; you feel unable to work
with your usual energy and ambi-
tion.

What is needed in a case of this
sort is a course of Dr. Williams'
pink pills. These pills put oxygen
in the blood and give you more
strength and energy. Confirmation
of this is found in the statement
of Mr. T. Palmer, of 12, Derwent
Street, Holbeck, Leeds, who
states:—

"I suffered tortures from in-
digestion. The pain in my
stomach, chest and between the
shoulders never left me; I couldn't
eat, I was vomiting and losing
weight so much that I was getting
alarmed. The pains in my body
and behind my eyes were madden-
ing. Then I read about Dr. Wil-
liams' pink pills and sent for a
supply. The pills seemed to do me
good from the start, and so I car-
ried on with them. First my ap-
petite came back, and then the
awful pains began gradually to
lessen in intensity and, finally, to
disappear. Now I feel a different
man."

All chemists sell Dr. Williams'
pink pills, or post free, \$1.50 per
bottle, \$8.00 for six bottles from
the Dr. Williams' Medicine Co., 60,
Kiangse Road, Shanghai.

Kuling, dismissed all the Council's
staff, took possession of the
estate office, and set up a Special
Administration of their own.
Twenty of the Council's dismissed
watchmen were re-engaged by
them, at reduced pay, and put
under the control of the magis-
trate in the Gap. Mr. Yen, the
second clerk, was installed in the
office, a few coolies and scavengers
were engaged, and with this skele-
ton staff the new Administration
essayed to carry on. The Com-
missioner for Foreign Affairs
from Kuikiang, with his wife and
family, occupied the flat over the
estate office, but vacated it again
early in September, since which
time the flat has been closed. Mr.
Yen, the clerk, also discontinued
attending at his office, and even-
tually the whole building was
closed, and the keys taken pos-
session of by Mr. Price, on behalf
of the Council.

Immediately the members of
the Council in Shanghai were
notified of this unlawful taking
over of the estate, a strong letter
of protest was sent to the Con-
sular Body at Hankow, signed by
the Chairman and the acting hon.
secretary. So far as is known,
any action which has been taken
by the Consular Body has been
done to restore the jurisdiction of
the estate to its rightful owners,
nor even to consult as to a possi-
ble joint handling of things. Nomi-
nally, the estate is being ad-
ministered by the Chinese; actual-
ly, no administering is being
done. A violent storm occurred in
August, and did unprecedented
damage to the bundings and
dams in the main stream: from
just above the church down to
the bridge at the foot of Central
Valley, all the dams have been
washed away, much of the bund-
ing has been destroyed, some of
the wooden bridges were carried
away bodily, and considerable
damage was done to many of the
roads, but the Chinese adminis-
tration has made no attempt to
repair any of the damage done,
excepting that a few coolies were
employed to patch a few places
in the main road which had been
rendered impassable. The out-
look for the spring, when the
heavy rains come, is distinctly
disquieting, unless some repairs
can be put in hand soon.

No Looting or Sabotage.

It should be distinctly under-
stood by all landrenters that the
Chinese action in taking over the
Administration has not in the
least jeopardised the holding of
any private property. No at-
tempt has been made to occupy or
to use any bungalow or other pri-
vate property, and the Chinese
themselves distinctly repudiate
having any such intentions. The
watchmen are still on duty in the
estate both day and night, keep-
ing at least a nominal watch
over the houses. There has been
absolutely no looting or wilful
destruction of property of any
kind: some houses have been en-
tered and thefts committed, but
not to a much greater extent
than usually takes place each
winter.

The transport service is entire-
ly in the hands of a Chinese com-
pany, and up to the present has
been managed quite efficiently.
The motor cars to Lienhaung
show signs of advanced age, but
continue to carry passengers to
the foothills at \$1.80 per person:
from there the ascent of the hill
is accomplished as heretofore,
the charges for chairs, as well as
for baggage, having slightly ad-
vanced.

A violent wind-storm in Octo-
ber blew off a considerable piece
of the auditorium roof. This
was at once repaired, and the
whole roof, which was in a bad
state, was given a coat of tar,
making the whole building quite
water-tight. The Library is
closed, but is being well looked
after. A care-taker is in charge,
who keeps the rooms clean and
aired. The roof, which was leak-
ing badly, was repaired and tar-
red, the expense being met pri-
vately.

An Appeal For Funds.

In view of the approaching
season (when it is hoped that
many visitors will come to the
hill) and the absolute necessity
of a certain amount of public
work on roads and bundings being
put in hand, it is of the greatest

VITAL STATISTICS.

CHINESE AUTHORITIES'
NOVEL SCHEME.

With a view to encouraging the
public of the Shanghai and Woo-
sung Districts to report births and
deaths, the Bureau of Public
Health has drawn up the follow-
ing regulations, whereby students
who give information to the
authorities will be rewarded for
their troubles:—

1. In reporting births, the
newly born child's parents names
and address must be given: sex
should be stated and the date of
birth must be specified;
2. In reporting deaths, the
name, age and address of deceas-
ed must be given together with
sex.
3. Reports may be made
through teachers, school princi-
pals, or directly to the Bureau of
Public Health so that records may
be kept, and students will be re-
warded when they have reported
a given number;
4. In the event of deaths, re-
ports must be made before the
coffins are buried;
5. In the event of births, re-
ports must be made within one
month;
6. Should others report the
same case as students, the latter's
report will count;
7. Reports that are not clearly
written out will not be counted;
8. Bronze medals will be grant-
ed to students reporting 20 births
or deaths; silver medals to those
reporting 50; and gold medals to
those who report 100 cases; and
9. Schools, the students of
which report 500 cases, will be
awarded silver shields.

LOVE MAKING TEST.

DUEL OF BRUNETTES AND
BLONDES.

Professor W. M. Marston, of the
Columbia University department
of psychology, has arranged to
make a novel experiment in New
York to determine whether blondes
or brunettes are more responsive
to displays of affection.

He will take four blonde girls
and four brunettes to the Embassy
Theatre to witness a private view
of film showing John Gilbert, who
is known as "the screen's cham-
pion kisser," making fervent love
to Greta Garbo.

Each blonde and brunette will
have instruments attached to her
which record any heightened blood
pressure or increased rapidity of
the pulse. The records will be
taken while Gilbert is at the height
of kissing.

Professor Marston says that he
expects the brunettes will prove
more responsive than the blondes,
which, if true, will raise the fur-
ther psychology problem—why do
gentlemen prefer blondes?

importance that more revenue be
obtained. It is urged upon all
landrenters that they immedi-
ately pay all taxes due to the estate:
there are still several thousands
of dollars arrears for 1926, the
amount of unpaid taxes for 1927
approximates \$18,000, and by the
time this report gets into the
hands of the landrenters, another
financial year will have com-
menced, and taxes for 1928 will
be due. It is manifestly impossi-
ble to do anything for the estate
without revenue, and, unless each
landrenter accepts his own share
of responsibility, and pays all
taxes due, needed work must per-
force remain undone, and the
estate will get into a condition
from which it will not readily re-
cover. It is a shortsighted policy
that, on account of present dif-
ficulties, ignores all obligations
and future possibilities.

The Chairman of the Council,
Mr. H. Price, has been upon Kul-
ing since the middle of August,
as far as has been possible caring
for the interests of Kuling and
the landrenters. Correspondence
regarding estate matters should
be sent to him at his residence,
Lot 116b. All cheques should be
made payable to the "Kuling
Estate," and should be crossed,
"Hong Kong and Shanghai Bank,
Shanghai."

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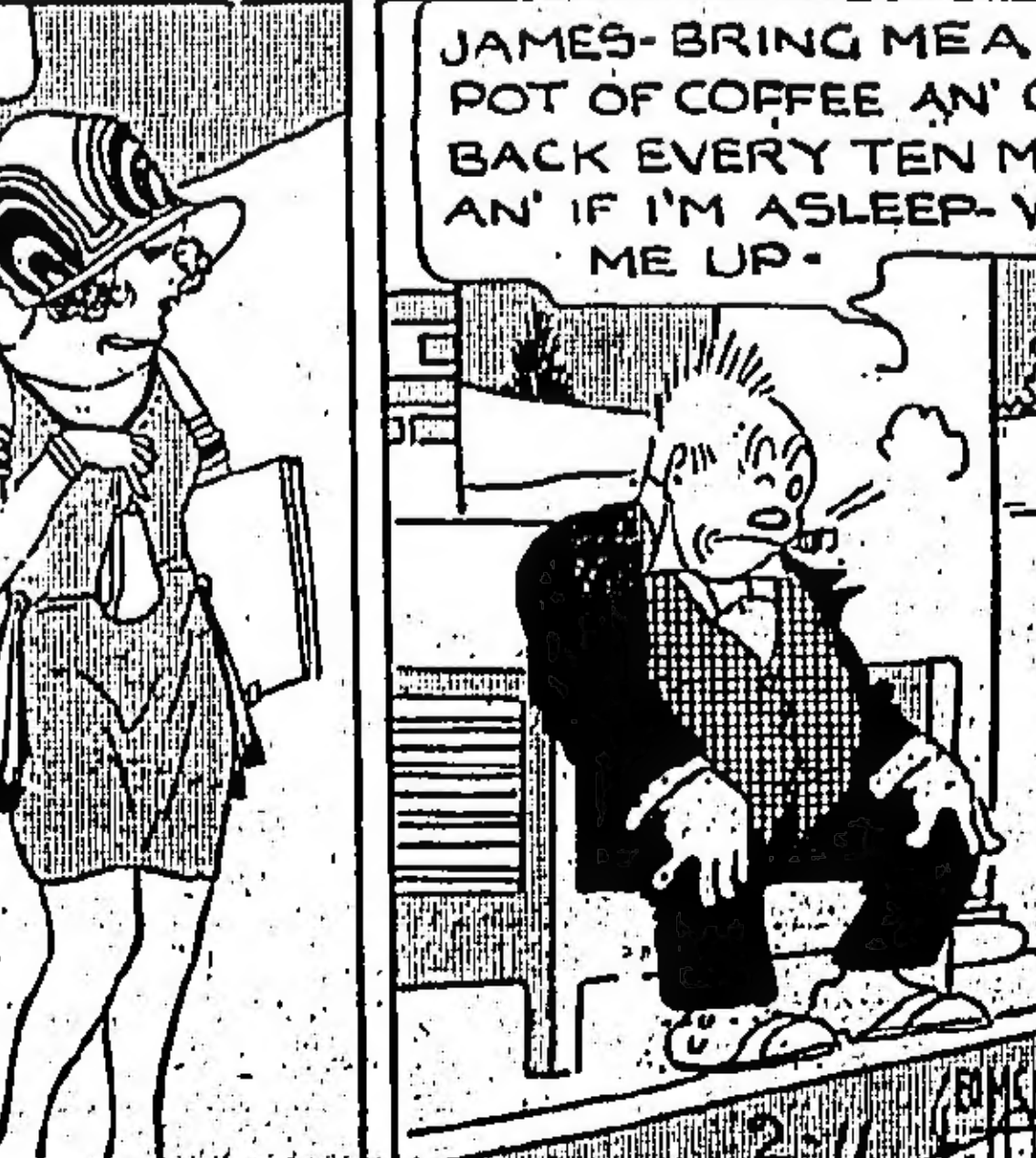
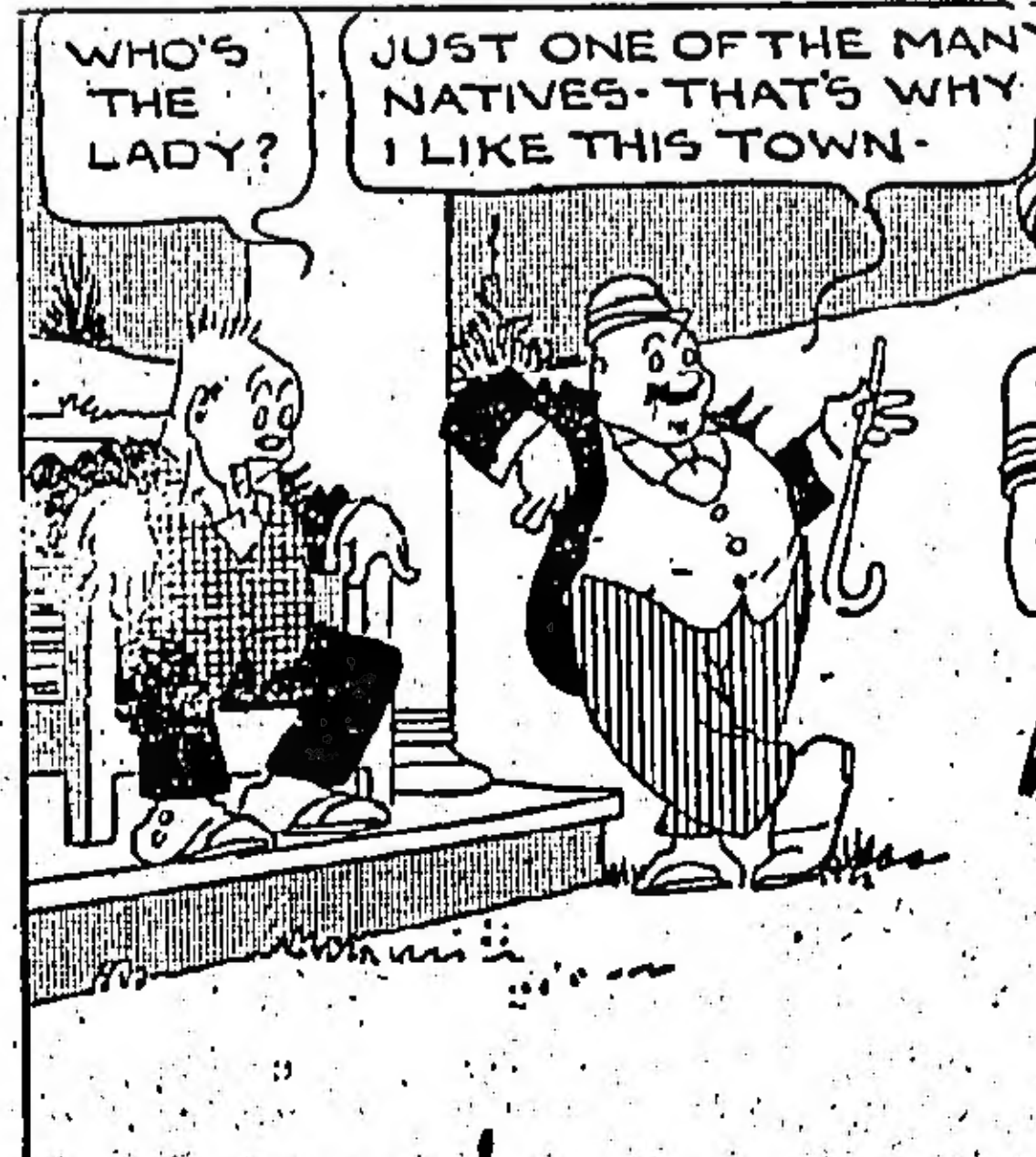
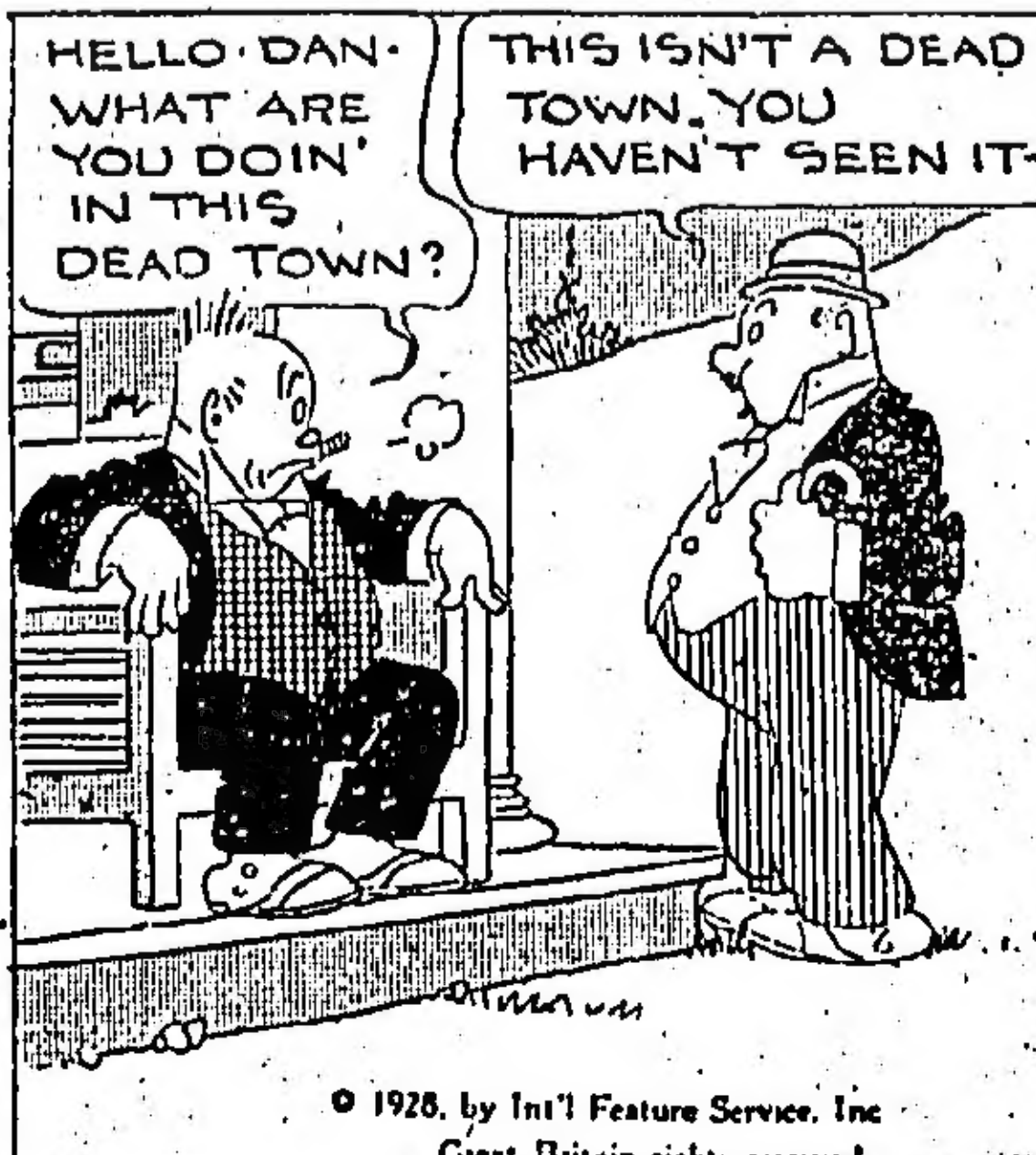
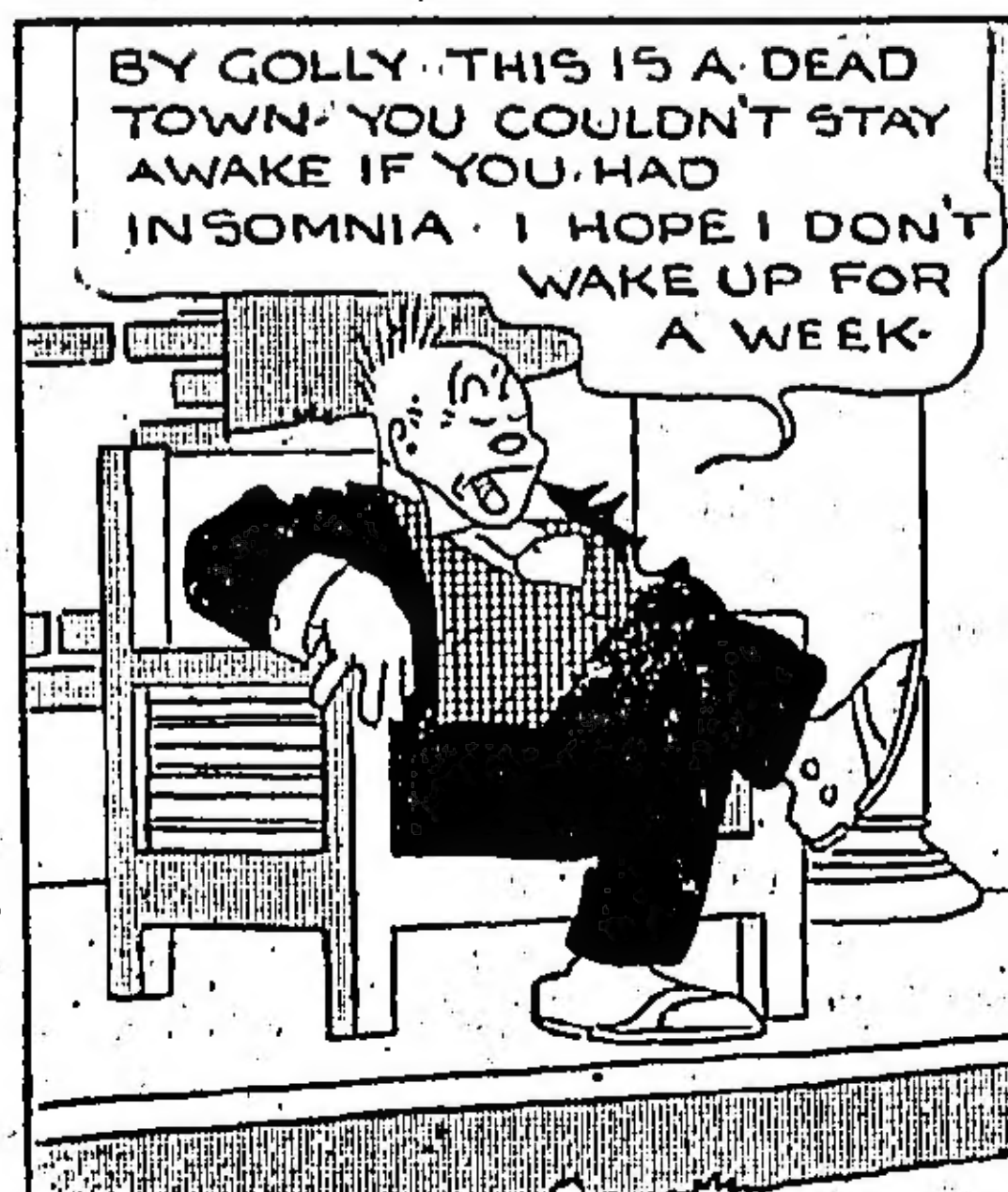
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1928 Issue

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China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, MARCH 22, 1928.

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The Postal Service to Swabue & neighbouring places is entirely suspended until further notice.

INWARD MAILS.

| From | THURSDAY, MARCH 22 | Per |
|--------------------------------------------------|--------------------------------|---------------------|
| Shanghai | FRIDAY, MARCH 23 | Luchow |
| Shanghai | FRIDAY, MARCH 23 | Karmala |
| Europe via Nagapattine | Letters only London, 23rd Feb. | Eurylochus |
| Japan, Shanghai and Europe via Siberia | 23rd Feb. | Kashima Maru |
| U.S.A., Honolulu, Japan and Shanghai | SATURDAY, MARCH 24 | President Adams |
| Amoy | 24th Mar. | Takliwa |
| Shanghai | SUNDAY, MARCH 25 | Sunning |
| Europe via Nagapattine, Papers London, 23rd Feb. | 25th Mar. | Lahore |
| Straits | 25th Mar. | Takada |
| Shanghai | MONDAY, MARCH 26 | Mirzapore |
| Manila | 26th Mar. | Empress of Asia |
| U.S.A., Honolulu, Japan and Shanghai | TUESDAY, MARCH 27 | President Cleveland |
| Japan and Shanghai | FRIDAY, MARCH 30 | Perthos |
| Shanghai | MONDAY, APRIL 2 | Mantua |
| Australia and Manila | 2nd Apr. | Arrifara |

OUTWARD MAILS.

| For | THURSDAY, MARCH 22 | Per |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------|
| Sam Shui and Wuchow | FRIDAY, MARCH 23 | San Ning |
| Straits and Calcutta. Parcels Noon. | 23rd Mar. | |
| Letters 1 p.m. | | |
| Hainan | 23rd Mar. | 12.30 p.m. |
| Swatow, Amoy and Foochow | | 2 p.m. |
| Wei Hai Wei | | 2.30 p.m. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 22nd Apr. K.P.O. Registration 4.30 p.m. Letters (Mar. 24th) 9 a.m. G.P.O. Registration (Mar. 24th) 8.45 a.m. Letters (Mar. 24th) 9.30 a.m. | | Kashima Maru |
| Straits, Ceylon, India, Mauritius, E. & S. Africa and Europe via Marseilles—due Marseilles, 21st Apr. Parcels (Mar. 23rd) 4.30 p.m. Registration (Mar. 24th) 9 a.m. Letters (Mar. 24th) 10 a.m. G.P.O. Parcels (Mar. 23rd) 5 p.m. Registration (Mar. 24th) 9.45 a.m. Letters (Mar. 24th) 10.30 a.m. | | Karmala |
| Saloon and South Africa | SATURDAY, MARCH 24 | Hawaii Maru |
| Swatow | | Kwangtung |
| Amoy | | Anking |
| Straits and Calcutta | SUNDAY, MARCH 25 | Taconia Maru |
| Swatow, Amoy and Formosa | | Hozan Maru |
| Bangkok via Swatow | | Kalgan |

SOVIET AID.

Money For Swedish Strikers.

16,000 ROUBLES DESPATCHED.

Total Of 140,000 Roubles Subscribed Up To Present.

Riga, Yesterday. A further instalment of Rbls. 16,000 was sent to aid the strikers in the Swedish saw mills and pulp and paper industries, making a total of Rbls. 140,000 as Russian contributions up to the present.—Reuter.

[The above report is interesting in view of the questions addressed by Lord Cushenden to M. Litvinoff at Geneva in regard to the bona fides of Russia's peace plan. The British representative said there were two kinds of peace as there were two kinds of war. There was international war and civil war and civil war was the more horrible.]

Were the Soviet really going to change their policy? Had they now decided against civil war as well as against international war? Were they no longer going to interfere with the affairs of other countries?

Unless they were ready to make such a change he was sure they would recognise themselves their attitude was one of the greatest obstacles to the far-reaching disarmament proposals which they themselves had made.]

JAPAN & SOVIET.

REPORT OF PRIVATE NEGOTIATIONS.

AND A DENIAL.

Tokyo, Yesterday. Though the Foreign Office and also the representatives of Baron Goto categorically deny any truth in the story the "Jiji" avers that Baron Goto is carrying out private negotiations for M. Karakhan, aiming at the opening of an official parity with the Soviet regarding Manchuria and Mongolia.

According to the "Jiji," the points being discussed are, firstly, the establishment of spheres of influence; secondly, Japan's purchase of the southern section of the Chinese Eastern Railway between Harbin and Kwantchen; thirdly, the issuance of a Soviet loan on the Japanese market in return for facilities, including favourable freightage, in agreement with the South Manchuria Railway and the Chinese Eastern Railway. This connection, it will be remembered, the Premier denied when a somewhat similar report appeared on March 10.—Reuter.

REDS IN JAPAN.

ARRESTS REPORTED TO TOTAL 1,000.

Shanghai, To-day.

It now transpires that the Communist raids in Japan on March 15 were much more widespread than was originally publicly known. The Police have suppressed the publication of details in the Japanese Press.

Raids were carried out simultaneously in Tokyo, Yokohama, Nagoya, Kioto, Osaka, Kobe, Okayama, Suikoku and Hokkaido. It is believed that the arrests, which include a number of students, total one thousand, but the actual number has not been verified. All Communist headquarters have been raided and many documents seized.—Reuter.

NO SETTLEMENT.

AVIATION HOLD UP IN PERSIA.

London, Yesterday. Sir Austen Chamberlain stated in the House of Commons that no settlement of questions outstanding between the Persian Government and the British Government had yet been reached and he could not at present make a statement regarding the negotiations for the establishment of a civil air service between Iraq and India.—British Wireless Service.

FALLS AGAIN.

Prince of Wales' Riding Accident.

URNS SOMERSAULT.

But Lands Safely On His Feet At Point-To-Point Meet.

London, Yesterday. The Prince of Wales, who is Colonel of the Welsh Guards fell at the Brook Jump when riding in the Brigade of Guards' Inter-regimental Challenge Cup race at



H.R.H. The Prince of Wales On Horseback.

a point to point meeting at Risely. The Prince had cleared five of the fences when he fell. He was thrown over his horse's head and turned a complete somersault before landing safely on his feet.—British Wireless Service.

ZINOVIEFF LETTER.

CHICHERIN'S REPLY TO PREMIER.

Moscow, To-day. M. Chicherin has issued a long reply to Mr. Baldwin's statement in the Commons on March 19. He declares that Mr. Baldwin's utterances relating to himself (Chicherin) and Zinovieff are slanderous and insulting fabrications and accuses the premier of patent discrepancies. He draws attention

RAIN PREDICTED.

N.E. winds, moderate; generally cloudy, some rain later, is the official weather forecast until noon to-morrow.

The anticyclone is central over North China. The depression is central to the N.E. of Hokkaido. Moderate to fresh monsoon may be expected along the S.E. coast of China and over the North China Sea.

to the British refusal to accept the Soviet invitation to institute an inquiry into the authenticity of the Zinovieff letter and adduces evidence that the Zinovieff letter was a forgery and quotes as an example the trial in Russia of a certain Drujilovsky, a manufacturer of forgeries, whose testimony was alleged to show that the letter was fabricated in Berlin.—Reuter.

MYSTERY GOLD.

ONE TON OF BULLION AT RIGA.

Riga, Yesterday. A ton of Russian gold bullion has arrived at Riga from Moscow for an unknown destination.—Reuter.

Kington Education Committee have decided to build a selective Central or Modern school, for 280 boys and 280 girls.

IN 1914.

British And American Relations.

ALMOST A RUPTURE.

U.S.A. Protest Regarding Neutral Rights At Sea.

Washington, Yesterday. An 800 page volume, the first of the series covering the years 1914 to 1919, has been issued by the State Department detailing



the activities of the United States at the outbreak of the world war. The volume reveals that the British Orders-in-Council as regards the rights of neutrals at sea in 1914 caused a strong American protest and even a threat of a rupture in relations with the Allies. A secret conference followed and the orders were amended.—Reuter's American Service.

LAW'S LONG ARM.

BADLY WANTED SHOP THIEF CAUGHT.

SENT TO JAIL.

Some time ago the police broke up a gang of shop breakers and succeeded in arresting five of the six gangsters, who were sentenced by Major C. Willson and are still in Victoria Jail serving their terms of imprisonment.

The sixth man managed to evade the police and after lying low for a while he got together another gang and resumed his criminal career. Early this week the long arms of the law reached him and another member of his gang, and this morning they found themselves before Major C. Willson when they were required to answer long lists of charges relating to thefts from various Chinese shops and at least one private residence.

Amongst shops which suffered at the hands of the gang were the Kwong Tai firm of No. 3, Queen's-road Central, the Kwong Sang Yuen firm of No. 37, Wing Lok-street, the Hop Kee firm of 159, Queen's-road Central, and another Chinese firm of No. 3, Pottinger-street. The residence which the gang broke into was No. 10, Seymour-terrace where they got away with a large quantity of valuable clothing.

Both accused admitted their connection with the robberies mentioned in the charges.

The leader of the gang received sentences totalling seven months' hard labour, whilst his companion was sent to jail for six months.

Miss Hudson (one of the British girl swimmers at the Gibraltar Straits) crossed over from Tangier with her trainer and gave exhibitions of diving and swimming to the ships of the Atlantic Fleet then in the harbour.



From the Play.

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CHARLES FARRELL

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CLIVE BROOK AND LOWELL SHERMAN.

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HOLD THAT LION

Laughs and thrills in a story full of surprises!

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